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AUTOMOTIVE INDUSTRIES
THE AUTOMOBILE

Reg. U. S. Pat. Off.
Established 1902

Vol. 60 No. 8

Contents

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Over 100 years of trade confidence

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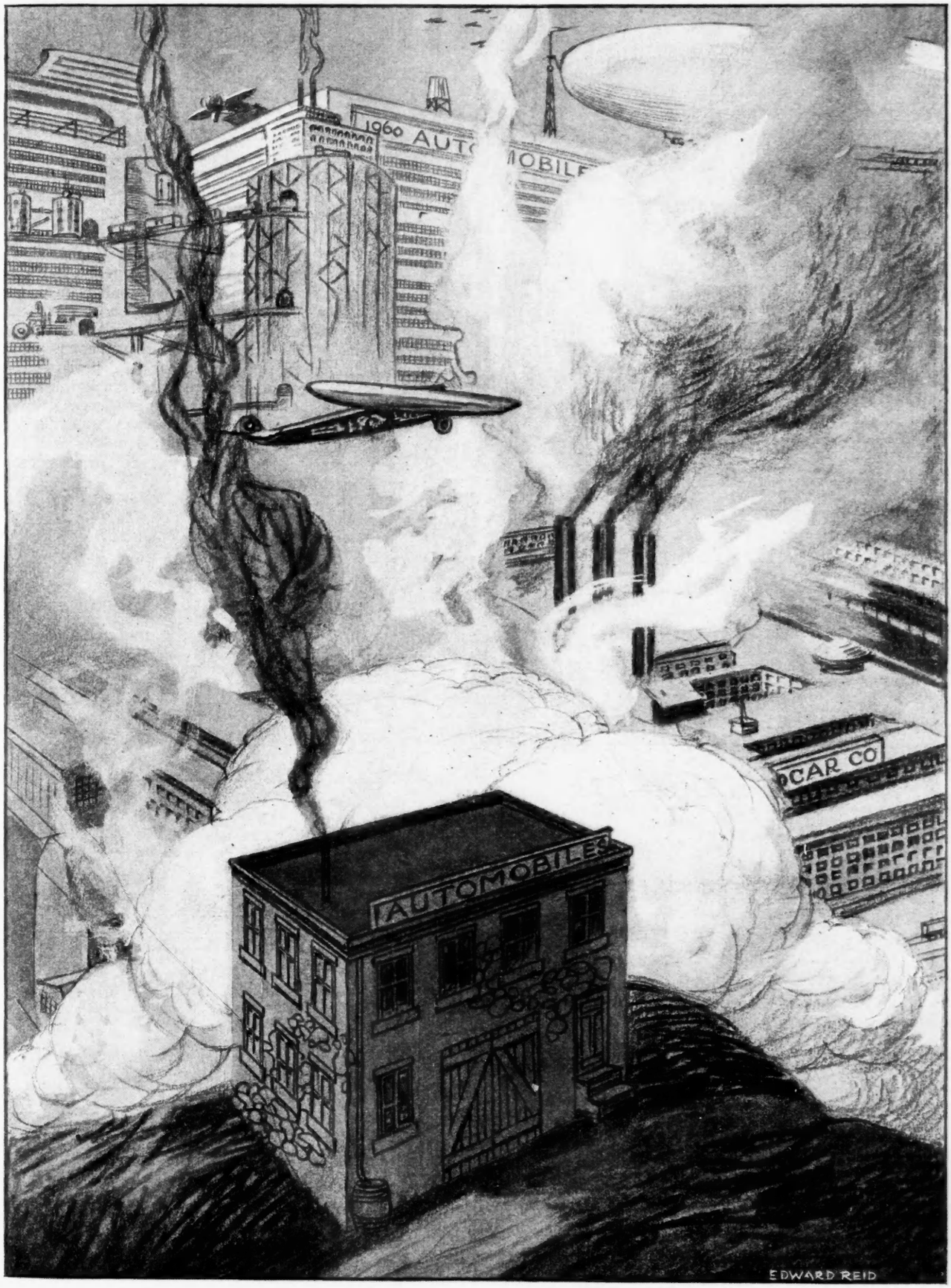
The *Machine Company, Worcester, Mass., U.S.A.*

AUTOMOTIVE INDUSTRIES

VOLUME 60 — *Philadelphia, Saturday, February 23, 1929* — NUMBER 8

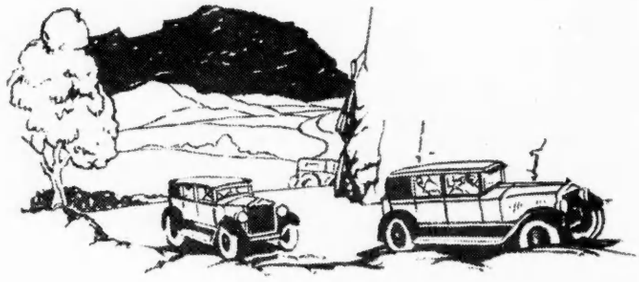


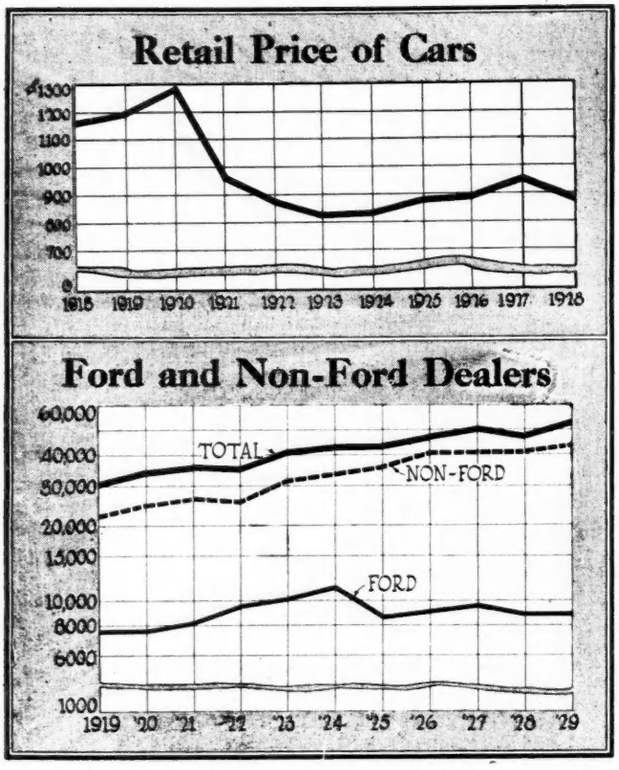
On the Highway

Many Records Broken in That 1929 Will See

WITH a record-breaking year just closed, there is every prospect that the present year will carry still higher production, sales and profits for parts, accessories and equipment as well as for passenger car and truck manufacturers. The only apparent rift in the lute is the certainty of increased competition in all lines and in the low-priced car field particularly.

While retail prices of both cars and trucks have declined, the values built into them have been greatly increased because of engineering developments, better materials, etc., so that markets, both domestic and foreign, seem certain to be as great if not greater than they have been in any past year.

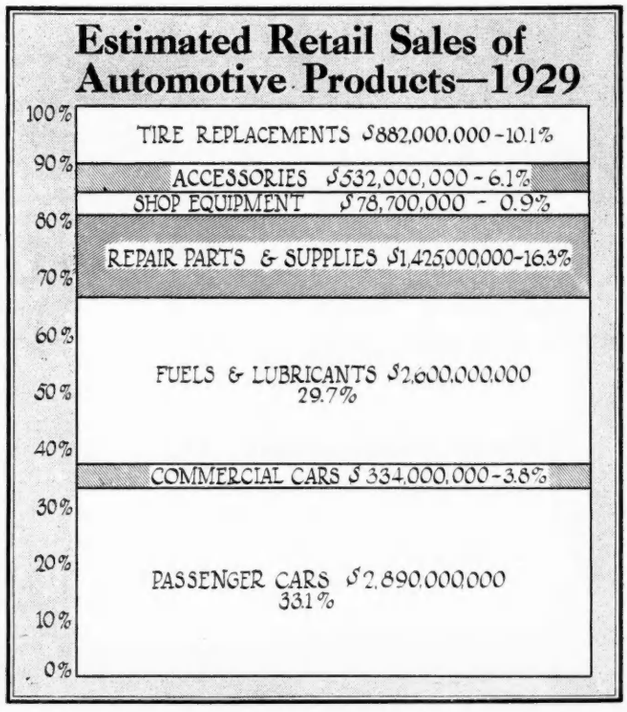




Aviation Data—1928

	1927	1928
Number of air transport routes	22	67
Route miles in operation	8,396	25,529
Number of miles flown	5,284,000	13,650,000
Aircraft production	1,995	4,500
Aircraft exports—value	$1,903,583	$3,452,000
Miles flown by air mail planes	3,241,000	7,251,000
Mail carried—pounds	1,421,000	3,448,000
Number of airports	1,016	1,387
Number proposed or under construction		890
All Commercial Aviation		
Total miles flown	12,609,739	Not
Passengers carried	476,724	Avail-
Express carried—pounds	2,548,879	able.

(From Chilton Aero Directory and Catalog)

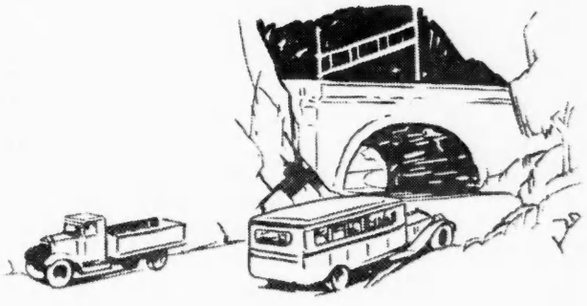


of the Industry

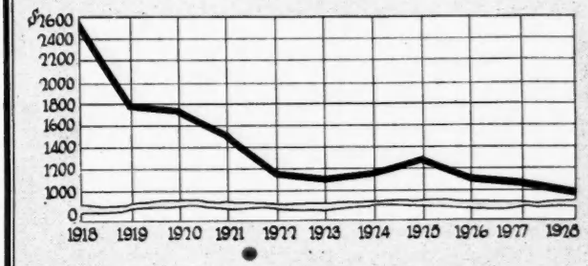
1928 but Prospects Are Still Further Gains

Dealers are increasing in numbers and in business ability and their efforts during 1929 should be more effective than they have been in the past. Their markets for cars, trucks, replacement and repair parts, accessories and every other automotive item are constantly increasing.

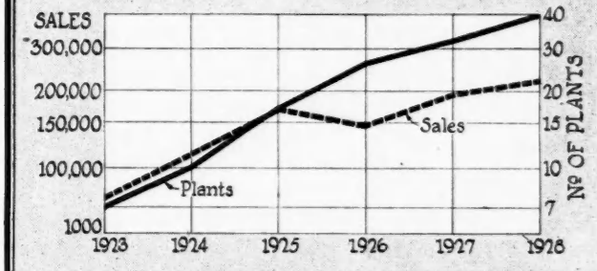
Foreign trade continues to expand not only in the shipment of completely assembled motor vehicles, which were larger than ever during 1928, but also in the rapidly growing foreign assembly operations, which during 1928 kept some 40 foreign plants busy assembling and selling some 229,000 vehicles. Total foreign sales of motor vehicles of American design—that is,



Retail Price of Trucks



Foreign Assembly Plants and Sales



Replacement Sales—Cars and Trucks

Changes in Automotive Executives—November, 1927, to November, 1928

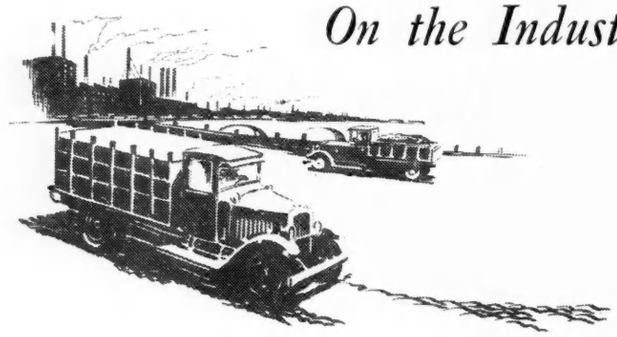
Title of Executive	Automobiles	Commercial Vehicles	Buses	Tractors	Motorcycles	Aircraft	Engines	Industrial Equipment	Net Totals (1)
Pres.	19	33	14	9	..	12	16	27	82
V. Pres.	106	98	52	33	..	33	54	69	282
Sec.	29	36	25	17	..	23	32	42	116
Treas.	31	34	22	18	1	27	31	26	111
Gen. Mgr.	38	54	26	13	1	28	43	50	162
Works Mgr.	27	32	18	13	..	21	37	35	119
Supt.	36	51	20	8	1	29	40	41	162
Prod. Mgr.	22	32	20	5	..	14	18	22	90
Prod. Engr.	5	3	3	1	..	2	3	1	15
Pur. Agt.	57	79	31	12	..	29	48	50	188
Asst. Pur. Agt.	46	43	25	8	..	9	26	18	98
Serv. Mgr.	36	42	16	5	3	12	29	21	105
Engr.	65	52	28	18	5	34	50	48	217
Body Engr.	21	23	11	2	..	1	3	5	35
Tool Engr.	20	22	7	5	1	6	12	9	55
Fdy. Supt.	4	7	5	2	..	..	12	16	32
Body Shop Supt.	18	25	14	..	..	3	8	2	36
Trim Shop Supt.	15	16	11	1	..	5	5	2	32
Mch. Shop Supt.	22	30	15	12	1	8	27	22	84
Paint Shop Supt.	12	19	15	6	..	10	6	4	46
Drop Forge Supt.	6	7	5	1	..	..	4	1	11
Sales Mgr.	72	82	33	22	2	28	57	68	256
Adv. Mgr.	36	47	17	5	2	20	38	51	145
Other Officers	411	265	168	38	6	32	102	81	623
Net Totals (2)	983	910	455	196	22	291	577	571	4005

(1) The changes for each title, without duplication in products, but where one man with two or more titles changed, this is counted for each title.

(2) Net changes in individuals for each product, duplicated in other columns where a concern makes two or more products.

Chilton Factory List of Automotive Industrial Red Book

On the Industry's Highway

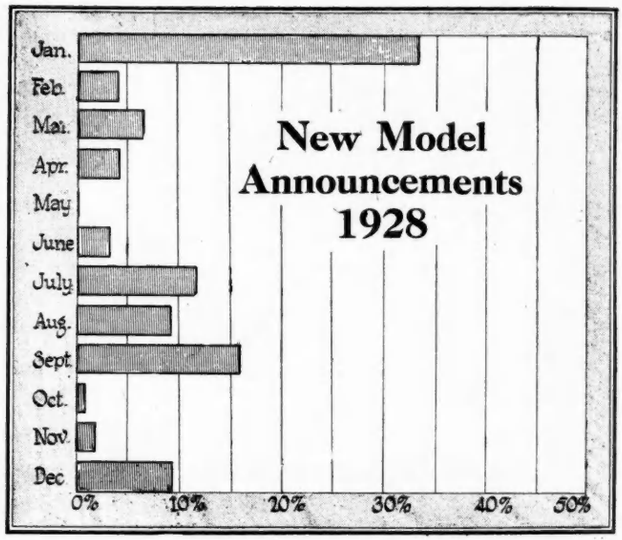


United States exports plus Canadian output—were nearly 825,000 during 1928, practically twice as much as they were just four years ago. This market seems certain to expand in the future and offers for American vehicles an outlet such as is needed to balance the fluctuations in domestic consumption.

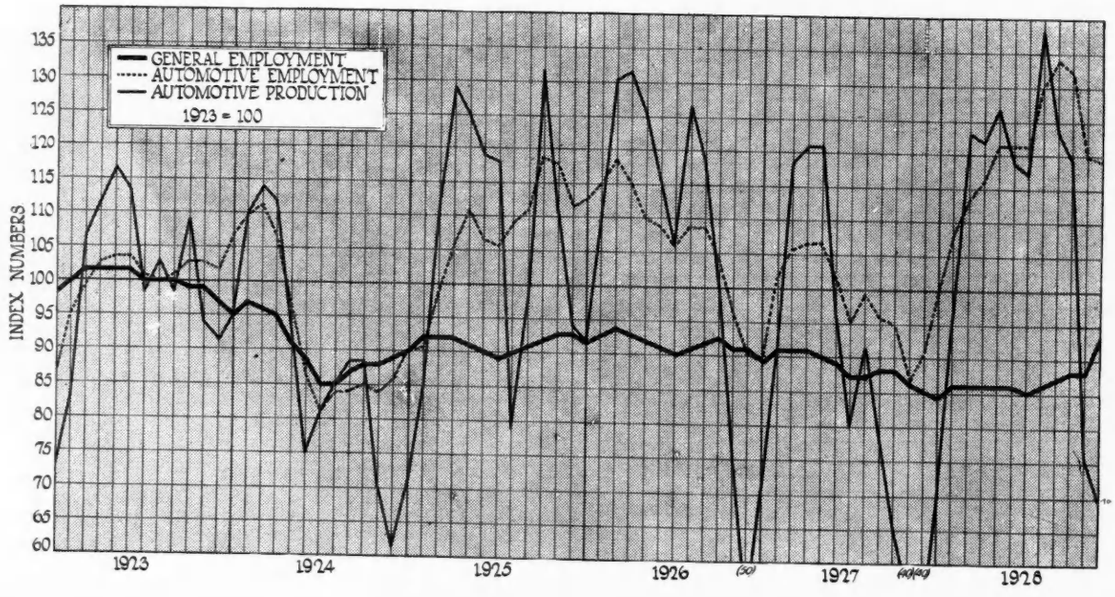
Again, in 1928 almost twice as many cars were sold for replacement purposes as were disposed of to new car buyers. With the 1929 replacement market approximately 2,500,000 vehicles, the job of selling over 3,000,000 vehicles during the year becomes considerably reduced in size.

Materials Used in the Automotive Industry—1928

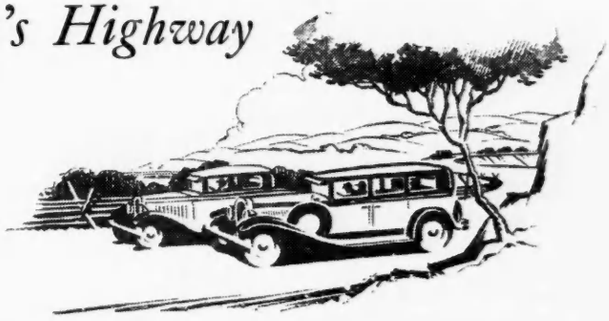
Material	Amount Used	Per cent of Total Output
Steel	5,600,000 tons	16
Nickel	11,500,000 lb.	29
Aluminum	120,000,000 lb.	40
Copper	250,000,000 lb.	13
Plate Glass	65,000,000 sq. ft.	60
Rubber	814,000,000 lb.	85
Leather	42,200,000 sq. ft.	65
Hardwood Lumber	975,000,000 bd. ft.	15
Tin	17,000 tons	23
Zinc	24,000 tons	4
Lead	148,000 tons	18
Cotton Fabric	299,500,000 lb.	



Trend in Production and Employment



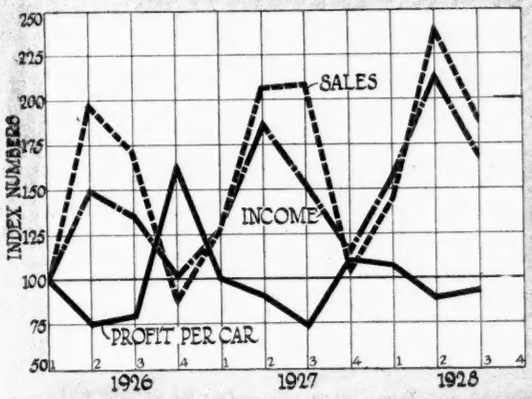
On the Industry's Highway



On page 264 is a chart of interest to all automotive manufacturers, showing, as it does, the downward trend in the number of concerns engaged in the manufacture of various items of parts, accessories, equipment and supplies. In the chart directly above it is shown that, even though this tendency is common throughout the industry, the total value of products manufactured and the value of products per establishment continues to increase.

Total retail sales of automotive products for 1929 are estimated to be very close to $8,750,000,000. Of this total retail sales of passenger cars and trucks will contribute only about 37 per cent, the remainder being spread among the parts accessories and supplies of the "after-market."

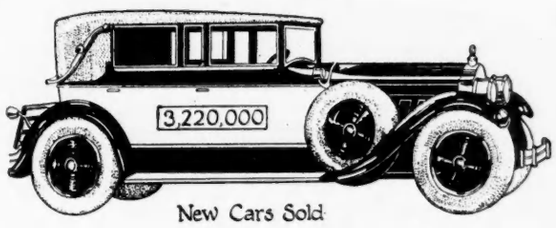
Sales, Income and Profit



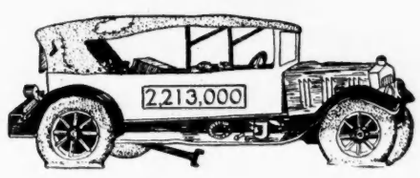
Total Foreign Consumption of Motor Vehicles of U. S. Design

Year	United States Exports	Canadian Production	Total Foreign Consumption
1913	28,486		28,486
1914	27,574		27,574
1915	67,373		67,373
1916	85,364		85,364
1917	85,092	93,810	178,902
1918	51,260	82,408	133,668
1919	56,389	87,835	144,224
1920	177,297	94,144	271,441
1921	60,739	66,246	126,933
1922	125,880	102,053	227,980
1923	240,091	146,438	386,529
1924	293,115	135,246	428,361
1925	428,564	161,389	589,953
1926	393,600	204,727	598,327
1927	462,880	178,427	641,307
1928	582,277	242,382	824,659

New Cars Sold and Old Cars Scrapped—1928



New Cars Sold



Old Cars Scrapped

Tire and Rubber Data

	1925	1926	1927	1928
Crude rubber consumption for casings, solid tires and tubes—millions of pounds	739	691	687	750
Cotton Fabric consumption for tires—millions of pounds	224	221	237	280
Total pneumatic tire production—hundred thousands	608	615	644	723
Solid and cushion tire production—thousands	1,012	750	744	635
Inner tube production—hundred thousands	826	766	708	750

NAME OF COMPANY	Market Value of Common Stock Outstanding (Thousands of Dollars)		Ratio of Current Assets to Current Liabilities	Net Income After Depreciation, Interest, and Taxes. Calendar Years			Net Income Per Common Share
	2/5/29	1/1/28		Year	Total		
Auburn Automobile Co.	$20,899	$12,062	6.7 11/30/28	1928 1927 1926	$1,133,000 $1,279,000 $943,262	(Yr. end Nov. 30) 11mo.)	$8.01 $10.02 $11.11
Chandler-Cleveland Motors Corp.	$6,160	$7,140	1.9 10/31/28	1928 1927 1926	$62,000 $845,170 $401,330	(d.)(10mo.) (9mo.)	Nil $0.55 Nil
Chrysler Corp.	$499,856	$197,000	3.3 9/30/28	1928 1927 1926	$21,786,000 $19,484,880 $15,448,587	(9mo.)	$4.71 $6.55 $4.77
Dodge Bros., Inc. Inc. in Chrysler for 1928	.....	$176,000	.....	1927 1926	$7,649,119 $21,591,920	(9mo.)	$1.33 $6.46
Durant Motors, Inc.	$32,873	$20,360	2.4 8/31/27	1928 1927 1926	} Not Availa ble		
Ford Motor Co. of Canada, Ltd.	$44,100	$39,200	13.2 12/31/27	1928 1927 1926	Not Availa ble $171,222 $5,341,177		 $2.44 $76.30
Franklin (H. H.) Mfg. Co.	$10,482	$10,000	9.4 12/31/27	1928 1927 1926	Not Availa ble $226,933 $72,381		 Nil Nil
Gardner Motor Co.	$5,062	$2,565	4.5 12/31/27	1928 1927 1926	$202,000 $120,070 $24,029	(6mo.)* (d.)	$0.81 Nil $0.16
General Motors Corp	$3,665 Million	$2,500 Million	3.5 9/30/28	1928 1927 1926	$240,535,000 $239,264,725 $176,698,743	(9mo.)	$13.42 $13.18 $19.36
Graham-Paige Motors Co.	$67,997	$18,730	2.1 6/30/28	1928 1927 1926	$2,493,000 $1,067,066 $500,206	(9mo.) (d.)	$1.27 Nil $0.49
Hudson Motor Car Co.	$140,908	$129,000	3.3 12/31/28	1928 1927 1926	$13,457,000 $14,431,000 $5,372,874		$8.43 $9.04 $3.66
Hupp Motor Car Corp.	$107,241	$34,150	3.6 11/30/28	1928 1927 1926	$6,695,000 $2,719,164 $3,507,629	(9mo.)	$6.34 $2.70 $3.49
Jordan Motor Car Co. Inc.	$3,914	$2,500	14.7 9/30/28	1928 1927 1926	$542,000 $1,425,753 $96,794	(d.)(9mo.) (d.) *	Nil Nil Nil
Marmon Motor Car Co.	$18,720	$10,500	2.8 6/30/28	1928 1927 1926	$1,565,000 $1,239,532 $1,669,800	(9mo.)* (Yr .end July 31)	$7.56 $5.84 $8.00
Moon Motor Car Co.	$2,800	$1,680	3.7 12/31/27	1928 1927 1926	Not Availa ble $148,000 $498,639	(d.) (d.)	 Nil Nil
Nash Motors Co.	$306,442	$273,000	5.4 11/30/27	1928 1927 1926	$20,820,000 $22,671,000 $23,346,306	(Yr. end Nov. 30)	$7.62 $8.30 $8.50
Packard Motor Car Co.	$429,572	$186,000	3.9 11/30/28	1928 1927 1926	$25,692,000 $13,441,000 $15,843,586	(Yr. end Aug. 31)	$8.55 $4.48 $5.27
Peerless Motor Car Corp.	$5,506	$5,400	5.9 9/30/28	1928 1927 1926	$937,000 $725,733 $919,883	(d.)(9mo.) (d.)	Nil Nil $3.55
Pierce-Arrow Motor Car Co.	$6,707	$13,300	8.3 9/30/28	1928 1927 1926	$1,038,000 $783,201 $1,267,695	(d.)(9mo.) d.)	Nil Nil $1.42
Reo Motor Car Co.	$56,000	$52,000	5. 9/30/28	1928 1927 1926	$4,561,000 $4,145,792 $4,257,919	(9mo.) (Yrs. ended Aug. 31)	$2.28 $2.07 $2.13
The Studebaker Corp.	$179,062	$121,600	3.9 9/30/28	1928 1927 1926	$12,731,000 $11,937,862 $13,042,119	(9mo.)	$6.58 $6.09 $6.67
Stutz Motor Car Co. of America, Inc.	$4,893	$5,190	1.6 12/31/27	1928 1927 1926	$415,000 $365,512	(6mo.)	$1.78 $1.57
Willys-Overland, Inc.	$93,000	$73,500	3.1 9/30/27	1928 1927 1926	$7,531,000 $6,341,520 $1,819,690	(9mo.)	$2.65 $2.04 $0.23
Federal Motor Truck Co.	$10,227	$9,120	8.5 12/31/27	1928 1927 1926	$214,203 $447,556 $1,222,850	(6mo.)	$0.45 $0.99 $2.98
Mack Trucks, Inc.	$86,610	$104,000	3.6 6/30/28	1928 1927 1926	$4,452,000 $5,844,307 $8,852,453	(9mo.)	$6.05 $6.60 $9.86
White Co.	$41,600	$33,000	8.5 12/31/28	1928 1927 1926	$2,320,000 $895,000 $2,566,291	(d.)	$2.90 Nil
Yellow Truck & Coach Mfg. Co.	$52,000		7.0 9/30/28	1928 1927 1926	$700,000 $6,858,692 $1,125,922	(d.)(9mo.)	Nil Nil $0.06
American-Bosch Magneto Corp.	$8,720	$4,350	2.2 9/30/28	1928 1927 1926	$363,000 $469,174 $448,319	(9mo.)*	$1.75 $2.26 $2.16
Bohn Aluminum & Brass Co.	$41,300	$12,400	3.2 12/31/27	1928 1927 1926	$2,472,000 $1,181,606 $873,744	(9mo.)	$7.06 $3.38
Borg-Warner Corp.	$59,450	$16,200	4.8 11/30/28	1928 1927 1926	$4,106,000 $3,055,402 $907,222	(11mo.)	$10.00‡ $6.85 $7.26
Briggs Mfg. Co.	$109,163	$46,000	4.3 12/31/27	1928 1927 1926	$3,953,650 $1,155,729 $8,178,513	(9mo.)	$1.97 $0.58 $4.08
Budd E. G. Mfg. Co.	$12,720	$19,650	EL	1928 1927 1926	$1,174,000 $1,703,704 Not Availa ble	(9mo.) (d.)	$3.08 Nil
C. G. Spring & Bumper Co.	$2,364	$2,572	3.2 12/31/28	1928 1927 1926	$226,000 $318,656 $547,719	(d.) (Fiscal years)	Nil
Continental Motors Corp.	$43,585	$26,400	6.4 10/31/28	1928 1927 1926	$1,802,000 $1,249,000 $2,026,327	*Years end Oct. 31.	$1.02 $0.71 $1.15
Eaton Axle & Spring Co.	$22,125	$6,750	2.6 10/31/28	1928 1927 1926	$1,198,000 $779,000 $962,054 $674,687	(10mo.)	$4.43 $3.12 $3.85
Elec. Auto-Lite Co.	$146,850	$22,500	2.5 3/31/28	1928 1927 1926	$6,449,000 $2,363,475 $1,777,693 $2,204,434	(9mo.)*	$7.00 $9.45 $7.11
Gabriel Snubber Mfg. Co.	$6,484	$5,400	6.2 9,30/28	1928 1927 1926	$332,000 $960,331 $1,033,630 $1,314,081		$1.56 $4.80 $5.17
Kelsey-Hayes Wheel Corp.	$23,880	$11,200	2.7 12/31/27	1928 1927	$477,000 $631,877	(6mo.)	$1.02 $1.24
Marlin-Rockwell Corp.	$27,512	$16,500	9.9 12/31/27	1928 1927 1926	$1,404,000 $961,086 $1,124,394	(9mo.)	$3.88 $2.69 $3.15
Martin-Parry Corp.	$2,079	$2,000	6.7 8/31/28	1928 1927 1926	$620,000 $5,235 $517,842	(d.) Years end. Aug. 31	Nil $0.04 $4.14
Moto Meter Co., Inc.	$4,400	$6,200	16.1 9/30/28	1928 1927 1926	$560,000 $720,260 $1,750,048	(9mo.)"A"	$2 80 $3.60 $8.75
Motor Wheel Corp.	$31,512	$11,000	4.3 9/30/28	1928 1927 1926	$2,236,000 $1,542,834 $1,625,052	(9mo.)	$4.07 $2.71 $2.81
Mullins Mfg. Corp.	$6,800	$8,800	2.1 9/30/28	1928 1927 1926	$732,590 $588,000 $301,089	(9mo.)* *	$6.76 $5.13 $1.97
Murray Corp. of America	$40,958	$11,900	3.4 9/30/28	1928 1927 1926	$1,342,000 $260,741 $1,646,000	 (11mo.)*	$4.94 $0.97
Reynolds Spring Co.	$5,383	$5,600	5.9 9/30/28	1928 1927 1926	$39,000 $162,369 $156,198	(9mo.) (d.) (d.)	$0.06 Nil Nil
Spicer Mfg. Corp.	$20,627	$9,850	4.2 12/31/27	1928 1927 1926	$1,186,000 $1,116,352 $1,638,990	(9mo.) *	$3.78 $2.94
Sparks-Withington Co.	$28,536	$5,300	4.5 6/30/28	1928 1927 1926	$1,213,000 $631,705 $197,384	(Yr. end * June 30)	$7.30 $1.14
Stewart-Warner Speedometer Corp.	$84,000	$49,700	4.5 9/30/28	1928 1927 1926	$7,753,000 $5,210,053 $5,108,885		$12.92 $8.63 $8.42
Stromberg Carburetor Co. of America	$9,956	$3,510	7.7 9/30/28	1928 1927 1926	$380,000 $168,500 $463,146	(9mo.)	$4.75 $2.11 $5.79
Timken-Detroit Axle Co.	$26,499	$5,050	9.2 6/30/28	1928 1927 1926	$716,000 $1,540,530 $1,772,460	(6mo.)	$0.70 $1.38 $1.62
Timken Roller Bearing Co.	$197,564	$160,000	6.1 6/30/28	1928 1927 1926	$6,395,000 $10,221,537 $9,854,310	(6mo.)	$5.33 $8.51 $8.26
Watson Co., J. W.	$2,250	$8,000	3.0 12/31/27	1928 1927 1926	Not Availa ble $504,000 $577,450		 $2.52 $2.88

* Before Taxes.
† To Nov. 30.
‡ After ded. div. on pref. and deben. stock.
EL Current liab. exceed cur. assets.
d Deficit

Recent Combinations of Automotive Corporate Interests

NEW CORPORATION OR BUYER	OTHER CONCERNS INVOLVED
January, 1928	
Black & Decker Mfg. Co.	Van Dorn Electric Tool Co.
Biflex Products Co.	L. P. Halladay Co.
Gears & Forgings, Inc.	Van Dorn & Dutton Co.
	Wm. Ganschow Co.
	Fawcus Machine Co.
	Ohio Forge Co.
February	
W. D. Nagel Elec. Co.	Saf-T-Stat Co.
Massey Harris Co.	J. I. Case Plow Works, Inc.
Cleveland Piston & Mfg Co.	The Houpert Machine Co.
McQuay-Norris Mfg. Co.	King Quality Products Co.
Splitdorf - Bethlehem Electrical Co.	American Electric Motor Co.
Eaton Axle & Spring Co.	Perfection Heater & Mfg. Co.
Brockway Motor Truck Corp.	Indiana Truck Co.
Diamond Motor Parts Co.	Gill Mfg. Co.
	Schlieder Mfg. Co.
March	
Allis-Chalmers Mfg. Co.	Monarch Tractor Corp.
Pines Winterfront Co.	Detroit Motor Appliance Co.
Marvel Carburetor Co.	Wheeler-Schebler Carburetor Co.
Deveraux Co.	T. D. Shepard Co.
Battle Creek Farmer Lubricating Devices.	Farmer Lubricating Systems, Inc.
Gem Auto Devices Co.	Sterling Auto Devices Co.
April	
Follen-Strom Mfg. Co.	Lorenz Tool Co.
	Marwin Motor Truck Co.
Unit Corp. of America.	Fuller & Sons Co.
	Openberger Forge Co.
	Dallmann Machine & Mfg. Co.
Truscon Steel Co.	Hydraulic Pressed Steel Co.
Borg-Warner Co.	Borg & Beck Co.
	Marvel Carburetor Co.
	Mechanics Machine Co.
	Warner Gear Co.
Atlas Engineering Co.	Topp-Stewart Tractor Co.
May	
Electric Auto Light Co.	U.S.L. Battery Corp.
Sterling Motor Truck Co.	Corbitt Truck Co.
Oakes Products Co.	Oakes Co.
Madison-Kipp Corp.	Detroit Lubricator Co.
Chrysler Corp.	Dodge Bros., Inc.
General Parts Co.	Lancaster Tire & Rubber Co.
Brunner Mfg. Co.	Air Scale Co.
June	
Pittsburgh Plate Glass Co.	Ditzler Color Co.
Lyon Metal Products Co.	Duran Steel Locker Co.
	Lyon Metallic Mfg. Co.
Heil Co.	Hydro-Hoist Co.
Perfect Circle Co.	General Piston Ring Co.
Zapon Co.	Duratex Corp.
Highway Trailer Co.	Continental Axle Co.
Briggs & Stratton Corp.	Evinrude Motor Co.
July	
Trindl Corp.	Diamond Piston Ring Co.
Manning, Maxwell & Moore.	American Schaeffer & Budenberg Corp.
Motor & Equipment Assn.	Automotive Equipment Assn.
	Motor & Accessory Mfrs. Assn.
Henney Motor Co.	Weatherproof Body Corp.
August	
Diamond Motor Parts Co.	Security Muffler Corp.
Studebaker Corp. of America.	Pierce-Arrow Motor Car Co.
Fabric Products Corp.	Gates Mfg. Co.
	Habig Mfg. Co.
Williams Oil-O-Matic Heating Corp.	Mechanical Device Co.
September, 1928	
Landers Corp.	Landers Bros. Co.
	Toledo Auto Fabrics Co.
	American Buckram Weaving & Finishing Co.
North East Electric Co.	North East Service, Inc.
LeBlond-Schacht Truck Co.	O. Armleder Motor Truck Co.
Wilcox-Rich Corp.	Rich Products Corp.
	Wilcox Products Corp.
Trailer Co. of America.	Trailmobile Co.
	Lapeer Trailer Corp.
October	
Electric Auto-Lite Co.	Eclipse Machine Co.
Allied Products Corp.	Indiana Lamp Corp.
	Victor-Peninsular Co.
	Richard Bros. Die Works.
Bendix Corp.	Eclipse Machine Co.
Black & Decker Mfg. Co.	Domestic Electric Co.
Keystone Aircraft Corp.	Loening Aeronautical Engineering Corp.
General Motors Corp.	Guide Motor Lamp Co.
Hershey Corp.	Hershey Mfg. Co.
	Kelvinator Corp.
Grant Storage Battery Co.	Empire Electric Mfg. Co.
November	
New York Car Wheel Co.	Houde Engineering Co.
Autopulse Corp.	Ireland & Matthews Mfg. Co.
Hupp Motor Car Corp.	Chandler - Cleveland Motors Corp.
Henney Motor Co.	Elgin Clock Co.
December	
Liberty Foundry Co.	McNally-Tollefson Co.
	Spring City Fdry. Co.
Wilcox-Rich Corp.	Rich Tool Co.
Curtiss Aeroplane & Motor Co., Inc.	Reid Aircraft Co., Ltd.
General Aero Corp.	Swallow Airplane Co.
	Cessna Airplane Co.
Hahn Motor Truck Corp.	Selden Truck Corp.
Electric Auto-Lite Co.	Columbus Auto Parts Co.
United Aircraft & Transport Co.	Boening Airplane & Transport Corp.
	Pratt & Whitney Aircraft Co.
	Chance Vought Corp.
North American Aviation, Inc.	Sperry Gyroscope Co.
January, 1929	
Spraco, Inc.	Spray Engineering Co.
	Spraco Painting Equipment Co.
Spicer Mfg. Co.	Brown-Lipe Gear Co.
Borg-Warner Corp.	Long Mfg. Co.
Van Sicklen Corp.	Universal Monogram Co.
Auburn Automobile Co.	Central Mfg. Co.
Borg-Warner Corp.	Galesburg-Coulter Disc Co.
Timken-Detroit Axle Co.	Wisconsin Parts Co.
Trindl Corp.	Woodstock Motor Valve Co.
Houdaille-Hershey Corp.	Houdaille Corp.
	Hershey Corp.
	Oakes Products Corp.
February	
Warchel Corp.	Elite Mfg. Co.
	Ward-Love Pump Corp.
	J. H. Channon Corp.
Gardner Motor Car Co.	Parks Aircraft Corp.
Thermoid Co.	Thermoid Rubber Co.
	Stokes Asbestos Co.
Thompson Products, Inc.	Cleveland Piston & Mfg. Co.
	Cox Tool Co.
General Spring Bumper Corp.	C. G. Spring & Bumper Co.
	Biflex Products Co.

On the Industry's Highway

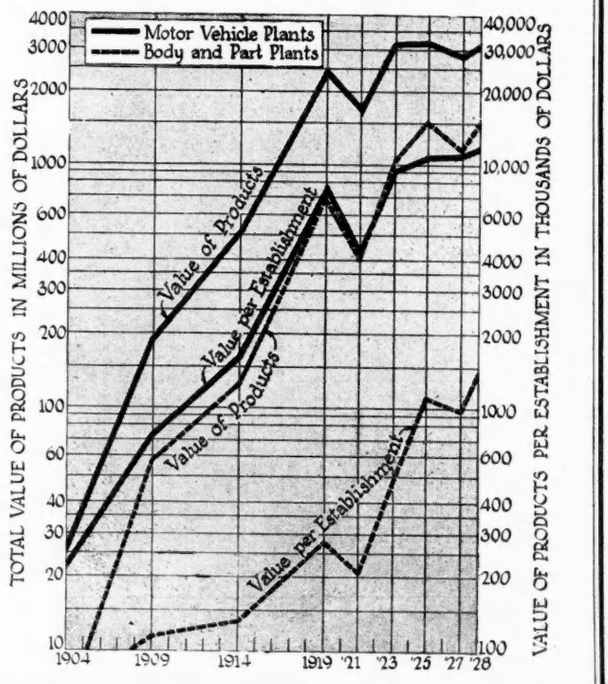
Facts About Distribution—1927-1928 *

From *Motor World Wholesale*

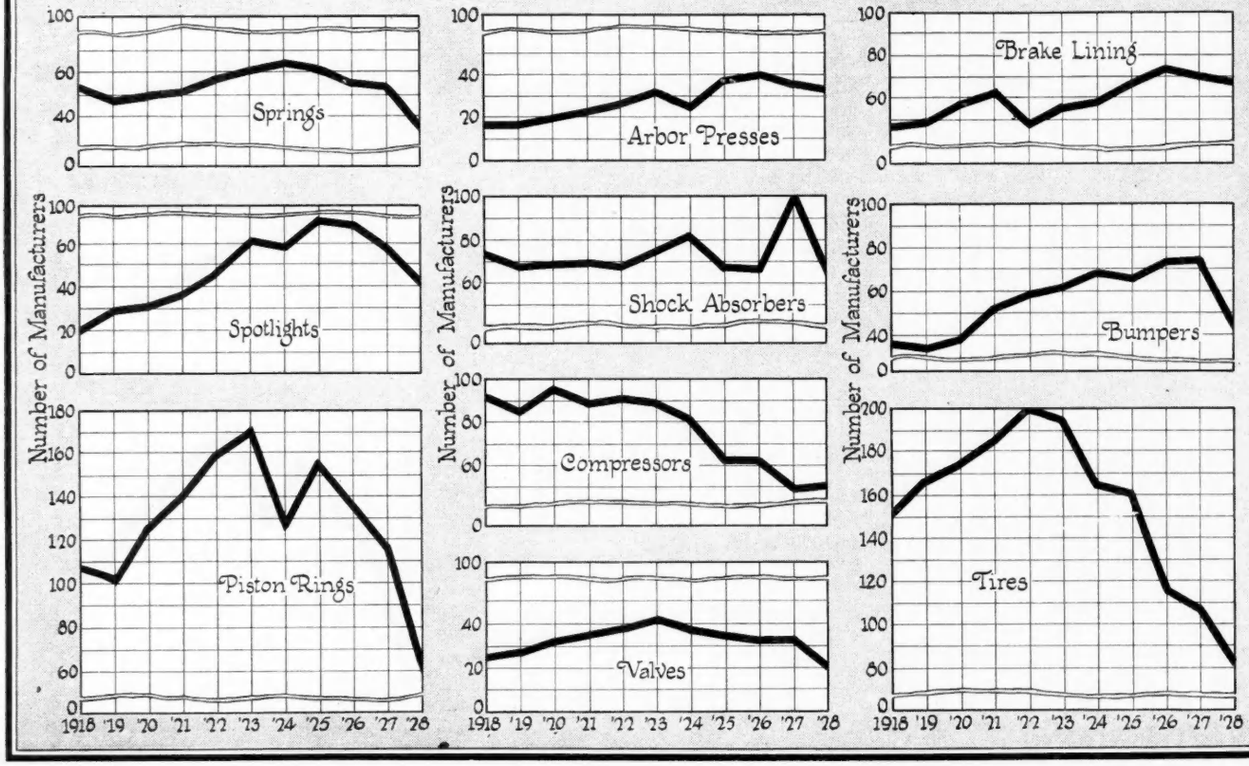
	1927	1928
Average number of new cars sold per dealer	51	62
Average wholesale value of new cars sold per dealer	$37,400	$40,176
Average number of motor vehicle registrations per service station or repair shop	260	320
Average number of motor vehicle registrations per retail outlet for accessories and supplies	317	367
Average wholesale price of passenger car	$735	$648
Average wholesale price of truck	$886	$704
Cars bought for other than replacement	1,040,000	1,020,000
Number of passenger cars replaced	1,700,000	2,300,000
Percentage of U. S. new car sales for replacement	62	71
Number of car dealers U. S.	51,440	51,471
Number of truck dealers U. S.	25,554	25,800
Number of dealer service stations and repair shops in U. S.	89,055	95,400
Number of accessory and supply stores and departments U. S.	72,898	79,000
Public garages U. S.	55,594	51,600

* Where one establishment operates more than one department, as car dealer, truck dealer, accessory and supply store, etc., it is counted once for each function.

Growth of Automotive Concerns



Trends in Number of Manufacturers of Important Items of Parts, Accessories and Supplies



From *Motor World Wholesale*

Just Among Ourselves

Statistics Dealing With an Automobile Quiz

SINCE it seems necessary for us to say something about statistics in this issue, we'll do our best although if we said everything we think about some statistics we'd probably get ourselves in trouble . . . First thing that comes to mind is we got 96 per cent on an "Ask Me Another" quiz regarding automobiles which was in the New York Sunday *World* magazine section last week. As soon as we saw the quiz, we thought that we might get a "Just Among Ourselves" item out of it, but decided confidentially with ourself that if we didn't make at least 95 per cent on it we'd better not say anything about having tried it.

* * *

Three-Pointed Star is Stumbling Block

THERE were 50 questions so each one answered incorrectly cost two points. We didn't know what car bears on its nameplate a three-pointed star; nor what car has adopted a crest in place of a nameplate in 1929. The three-pointed star, it appears, is carried by Mercedes, the only foreign car mentioned in the quiz, despite the fact that one questions asks, "Which car has a V-shaped radiator?" If foreign cars were to be included, they should have been involved in the answers to a number of other questions in addition to the American cars which were given as the answers. Anyhow that's our alibi on the Mercedes proposition. Oldsmobile is the car which has adopted a crest in place of nameplate in 1929. We have no alibi on that; we just didn't remember. One question is "What car has a Pike's Peak motor?" That just got under the wire; six months from now the answer will doubtless be "Not any."

Interesting to Test Women's Knowledge

TEST of this kind, incidentally, is interesting to try on your lady friends. We guarantee that you will be overwhelmed at surprise to find how many widely advertised names, slogans, etc., which you know as you know your alphabet are totally or inaccurately conceived by the lay woman. One lady of our acquaintance, quite familiar with many things automotive, got 75 on the test, but didn't know what car is called "the 400"; what car "the Challenger"; what car "the Mate and the Master." She wasn't sure whether Chevrolet or Whippet has "finger tip control," but finally decided correctly on Whippet. And what struck us more forcefully than these, she had no idea as to what popular car has a sleeve valve engine. All of which indicates that there is good deason for the time and money being spent in merchandising and advertising; and also, it seems to us that it takes many years rather than many months actually to establish a name or a conception clearly and firmly in the mind of the general public.

* * *

Law Makers Busy With Car Legislation

BUT that hasn't much to do with statistics . . . Let's see . . . mm . . . Oh, yes; here are some more statistics we got the other day from Russell Huffman, secretary, Motor Vehicle Conference Committee. Forty-three out of the 48 state legislatures are meeting this year, he tells us, and it is probable that somewhere between 2500 and 3000 proposed laws affecting automotive matters will have been introduced before the year is out. More than 1500 already have been propounded and are being argued. It is trite, we know, to say that some means of regularly and consistently enforcing laws already on the statute books is more necessary than additional laws; we remark it just the same because it is true. Apparently p r o g r e s s is being made, however, in getting more widely adopted into state laws various phases of the Hoover uniform motor vehicle code—that's the bright side of the picture.

* * *

Title of Book is Misleading

HAVING finally completed that compendium of articles by writers with prominent names which is bound into a book with the intriguing title "Whither Mankind," we continue to be almost as much disappointed as we were shortly after starting it. It's too much like some of the regretted articles we have written ourselves with a some such headline as "The Outlook for the Next Quarter" when the discussion really was concerned chiefly with a review of what happened in the last quarter. This volume is 99 per cent a discussion of "Whence Mankind" and only very occasionally and discreetly concerned with t a l k i n g of "Whither Mankind." There is a certain value, unquestionably, in an intelligent outline of what has happened for those who have the past course of events only hazily in mind. But when the title of a discussion indicates that it is to be concerned chiefly with the future, we feel just a bit "sold" when it isn't. In such an article or book we feel justified in expecting that just so much summary of the past be included as is necessary to a coherent understanding of what is to be said about the future. Those chapters devoted to topics about which you know least, we believe, you will find both interesting and instructive. That's why we especially enjoyed Louis Mumford's Chapter on Art.—N.G.S.

Retail Financing Data

Number of New Cars Financed—1928

Total Sales 3,220,000

No. Financed 1,870,000

Number of Used Cars Financed—1928

Total Sales 3,760,000

No. Financed 2,258,000

Money Invested in New Car Sales—1928

Retail Value of New Cars Sold $2,820,720,000

Money Invested in Retail Financing . . . $1,133,220,000

Money Invested in Used Car Sales—1928

Retail Value of Used Cars Sold $1,646,880,000

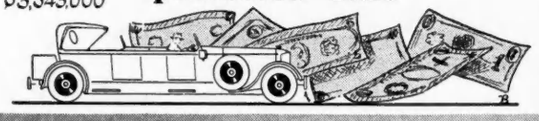
Money Invested in Retail Financing . . . $ 666,110,000

Total Number of New Cars Repossessed

55,900

Total Losses on Repossessed Cars

$3,343,000



Proportion of Financing Placed on Standard Terms

1926 . . . 84%
1927 . . . 86%
1928 . . . 87%

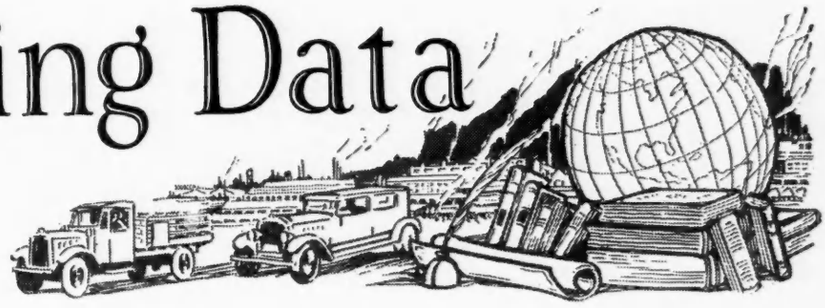
Average Outstanding Liabilities of Finance Companies

New
$611,940,000
Used
$346,377,000

Loss per Repossessed Car -Standard Terms

1926 . . . $65
1927 . . . $43
1928 . . . $56

Marketing Data



Vehicle Sales Up 19% in 1928

Twelve producers sell 98 per cent of total. Car and truck dealer outlets are increasing

By K. W. Stillman

SALES of both cars and trucks for 1928 were considerably greater than in any previous year except 1926. Production last year was greater even than in 1926, the excess sales having been made in foreign markets. This sales record was made despite the fact that during 1928 Ford failed to expand his production facilities, as had been expected, whereas he was in full production throughout 1926. Ford sales during 1928 in proportion to total sales were even smaller than during 1927 when his production lines were entirely shut down for about half the year.

It is interesting to note that during both 1927 and 1928 the sales of General Motors units occupied the same relative position in the industry as a whole as Ford did in 1925, having supplied over 42 per cent of all cars sold during those two years. With Ford apparently once more under full way at the opening of the 1929 selling season, with a new model for sale, with only slightly decreased dealer representation and with an aggressive advertising campaign launched, it is going to be very interesting to see how far he will be able to recover his old position and at whose expense it will be done if it is accomplished.

In the table alongside, the importance of the recent mergers and consolidations among vehicle makers is made readily apparent. Nash and Packard are the only manufacturers of a single make of car who have been able to sell 1 per cent or more of the total cars sold during the last four years. The 12 interests listed in the table accounted for over 98 per cent of total sales during 1928, a small increase over previous years.

Sales throughout the country increased 19 per cent over 1927 but represented a 6 per cent decrease from 1926. In this connection it is interesting to note that the industry appears able to maintain a very close relation between production and profits, a recent anaylsis of the 1928 earnings of six car companies producing over 45 per cent of the industry's total, showing an average gain of 19 per cent as compared with 1927. This, it will be seen, is in direct ratio to the gain in production.

Sales during 1928 were particulary good, compared with those of 1927, in New England, the East North

Approximate Percentages of Total Car Sales Contributed by Leading Makers

	1928	1927	1926	1925
General Motors	42.4	42.6	27.2	20.0
Buick	6.3	8.9	7.0	5.5
Cadillac	0.6	0.7	0.7	0.7
Chevrolet	25.4	24.8	15.0	11.5
LaSalle	0.6	0.4	...	...
Oakland	1.2	1.6	1.5	1.2
Oldsmobile	2.4	1.9	1.5	1.1
Pontiac	5.9	4.3	1.5	...
Ford Interests	14.4	15.2	36.3	42.8
Lincoln	0.2	0.2	0.2	0.2
Ford	14.2	15.0	36.1	42.6
Chrysler Interests	10.8	10.5	10.7	9.1
Chrysler	4.8	5.8	3.9	3.5
De Soto	0.4	...	...	...
Dodge	4.7	4.7	6.8	5.6
Plymouth	0.9	...	...	...
Willys Interests	7.6	5.5	4.3	5.3
Whippet	6.1	3.7	2.9	3.9
Willys-Knight	1.3	1.5	1.4	1.4
Others	0.2	0.3	...	...
Hudson-Essex	7.3	8.5	6.1	6.8
Essex	5.7	6.3	4.0	4.0
Hudson	1.6	2.2	2.1	2.8
Nash	3.7	4.2	3.6	2.4
Studebaker Interests	3.6	3.8	3.1	3.8
Erskine	0.7	0.3	...	...
Pierce-Arrow	0.2	0.2	0.2	0.2
Studebaker	2.7	3.3	2.9	3.6
Hupp Interests	2.3	2.0	1.5	1.3
Chandler	0.5	0.7	0.4	0.3
Hupmobile	1.8	1.3	1.1	1.0
Durant Interests	2.3	2.2	2.9	3.0
Star	1.3	2.1	2.5	2.4
Others	1.0	0.1	0.4	0.6
Graham-Paige	1.9	0.7	0.5	1.1
Jewett	...	...	...	1.0
Graham-Paige	1.9	0.7	...	...
Paige	...	...	0.5	0.1
Packard	1.4	1.2	0.9	0.8
Reo	0.7	0.8	0.3	0.5
All Others	1.6	2.8	2.6	3.0
Total	100.0	100.0	100.0	100.0

Marketing Data

Central zone, the West North Central zone, and the West South Central.

The East North Central zone, consisting of Ohio, Indiana, Michigan, Illinois and Wisconsin, registered the greatest increase over 1927—31 per cent. In this zone also, as well as in New England and the Middle Atlantic States, 1928 sales were even ahead of those of 1926, while in the Mountain States 1928 sales were practically the same as in 1926 but 17 per cent ahead of 1927.

The map on page 269 shows the 288 cities in which M.E.A., N.S.P.A. and N.A.P.A. jobbers are located and gives a very good idea of the blanket coverage of the entire country obtained by these wholesale outlets for parts, accessories, supplies and equipment. Dots on the map represent cities and not jobber outlets since in many of the larger cities there is more than one concern handling the products of the members of the three associations.

There are nearly 2000 more dealers handling passenger cars in 1929 than there were during 1928 and nearly 2000 more truck dealers. Additions in both lines have been made by other makers than Ford, since his dealer representation declined slightly during 1928 but not enough, apparently, to affect his 1929 sales efforts to any degree.

The proportion of cars and trucks in each State remains fairly stable with the relative number of trucks increasing somewhat more rapidly than passenger cars. In 1928 truck registrations represented 13.1 of the total while a year ago they were 12.7 per cent.

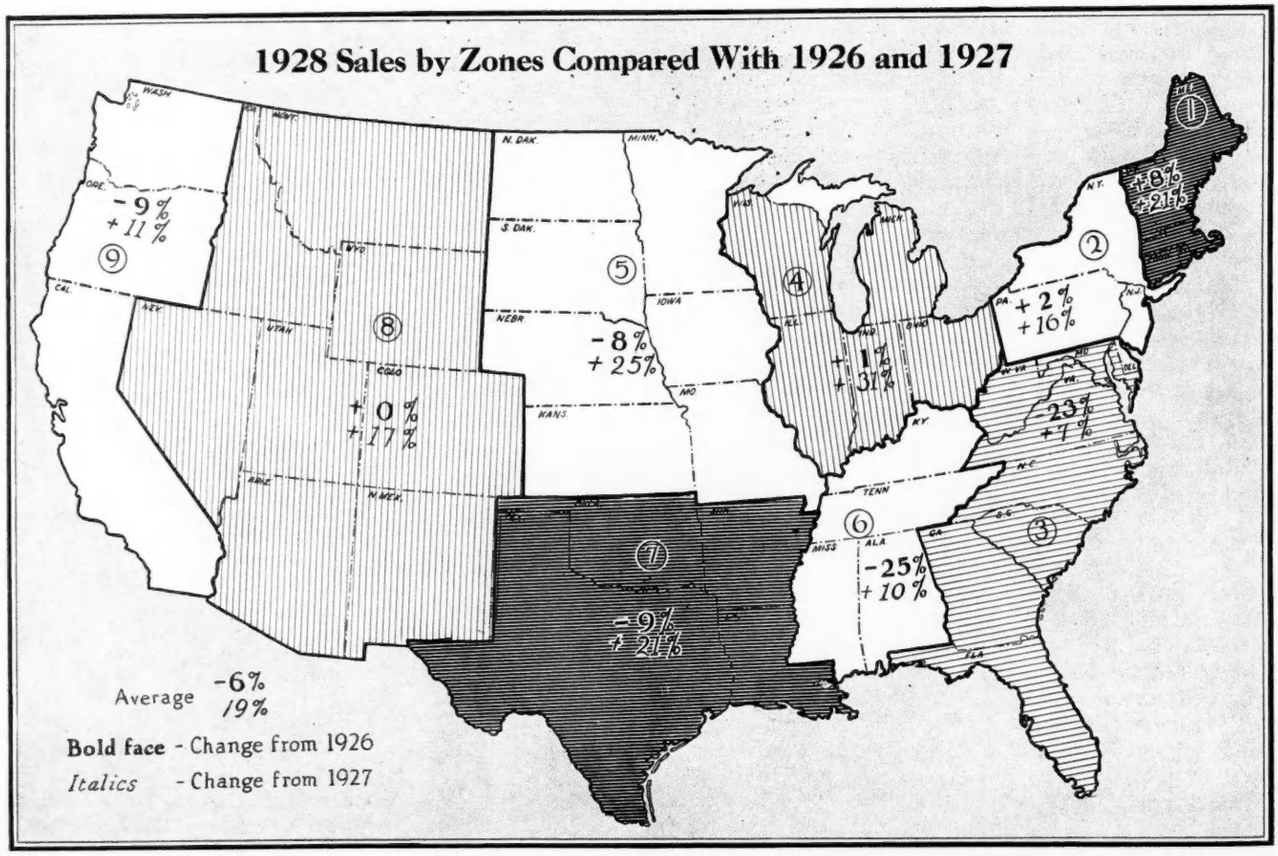
In general the distribution of trucks by states followed that of previous years. During 1928 truck sales in California, Illinois, Iowa, Massachusetts, Ohio and Texas, in particular, were considerably better, relatively, than they were a year ago, while in several other states, such as Florida, Indiana, Mississippi and New Jersey, sales of commercial cars declined relatively from those of 1927.

The same general trend is also apparent in the distribution of passenger car sales. In most states proportionate sales in 1928 were much the same as in 1927 with a few states like Arkansas, Michigan, Nebraska, New York, Ohio and Wisconsin registering unusual increases, and some others, such as California, Indiana, and Pennsylvania, failing to take as many in 1928 as they did the year before.

One interesting change in marketing facts is the great increase in the number of Ford dealers who handle accessories. During 1927 about 85 per cent of Ford dealers carried these side lines while last year the relative number increased to over 92 per cent, a rather obvious reaction from the period late in 1927 when Ford dealers had nothing to sell unless they did handle accessories.

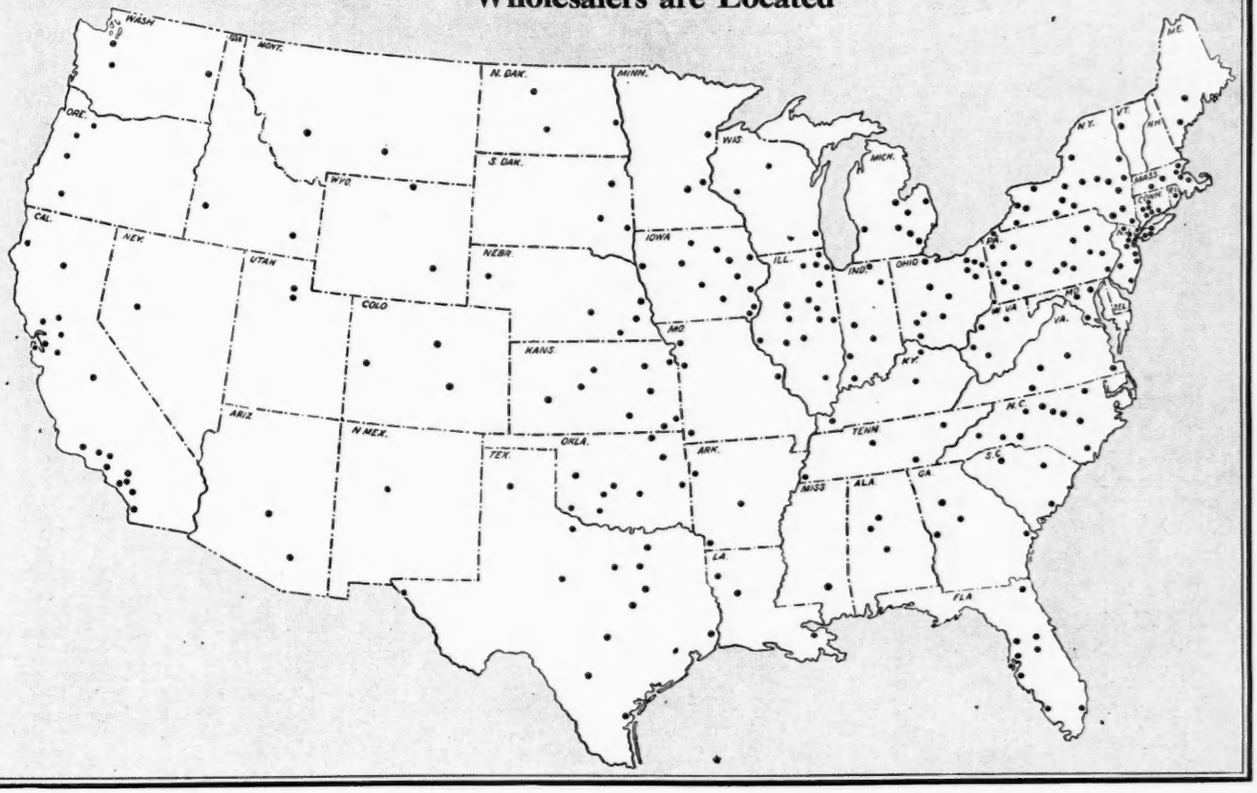
Contrary to this trend on the part of Ford dealers, available information indicates that the number of non-Ford dealers who handle accessories declined from 74 per cent in 1927 to 72 per cent in 1928.

On page 272 is a chart showing the origin of new car dealers signed during 1928 which offers some very valuable information to manufacturers seeking to increase the number of their dealer outlets. The most interesting fact brought out is that 77 per cent of all the new dealers signed up came from some branch of the automotive industry and therefore could be reached



Marketing Data

288 Cities in Which M. E. A., N. S. P. A. and N. A. P. A. Wholesalers are Located



through the regular dealer and service channels.

Another very interesting point is that only 29 per cent of the new dealers were previously owning and operating garages, repair shops or other automotive establishments, but that 48 per cent of the embryo dealers were employees in various types of automotive establishments. This information should be of real value in determining methods for reaching prospective dealers with sales and advertising literature.

The distribution of Ford and non-Ford dealers by town sizes shows no change from previous years. In small towns and villages with less than 2500 population Ford has over 66 per cent of his dealers while only 44 per cent of all other dealers are located in these centers.

In towns of population from 2500 to 25,000, Ford has 24 per cent more of his dealers, while all other makers have 37 per cent of their retail outlets here. In the largest centers of over 50,000 population Ford has 10 per cent of his retail outlets while other makers have nearly 20 per cent.

Registrations, Sales and Dealer Outlet Data

Zone	Motor Vehicle Registrations Dec. 31, 1928	Car Sales 1928	No. of Car Dealers	Car Sales per Dealer	No. of Service Stations or Repair Shops	Car Registrations Per Service Station	No. of Accessory Outlets	Car Registrations Per Accessory Outlet
New England	1,555,000	225,000	3,151	71	6,433	236	4,062	324
Middle Atlantic	4,491,000	638,000	8,975	71	17,741	254	13,169	283
South Atlantic	2,426,000	299,000	4,516	66	7,317	330	6,539	326
East North Central	6,001,000	805,000	12,482	64	22,464	268	18,770	278
West North Central	3,393,000	422,000	9,866	43	15,832	212	13,126	228
East South Central	1,122,000	151,000	2,317	65	4,061	274	3,486	283
West South Central	2,291,000	306,000	3,831	80	7,863	290	6,657	299
Mountain	824,000	111,000	2,479	45	4,057	201	3,865	186
Pacific	2,392,000	263,000	3,663	72	8,999	266	7,976	262
United States	24,496,000	3,220,000	51,280	63	94,767	257	77,650	273

Marketing Data

Distribution of Dealers by States

(From Direct Mail Div.—Chilton Class Journal Co.)

	CARS		TRUCKS	
	Ford	Non-Ford	Ford	Non-Ford
Alabama	127	329	126	168
Arizona	35	174	35	82
Arkansas	142	332	142	157
California	380	1,867	360	749
Colorado	107	540	101	230
Connecticut	44	625	44	180
Delaware	27	56	27	12
Dist. of Col.	9	49	9	22
Florida	117	370	117	137
Georgia	191	413	180	215
Idaho	63	281	63	142
Illinois	464	2,712	464	872
Indiana	251	1,350	251	378
Iowa	346	1,648	346	838
Kansas	305	1,289	280	680
Kentucky	154	632	154	275
Louisiana	130	281	130	128
Maine	81	361	80	118
Maryland	84	402	84	150
Massachusetts	171	1,118	171	347
Michigan	373	1,683	370	726
Minnesota	353	1,577	325	666
Mississippi	153	340	152	166
Missouri	296	1,186	296	434
Montana	78	375	75	199
Nebraska	266	1,075	260	544
Nevada	20	91	18	43
N. Hampshire	41	239	41	72
N. Jersey	163	1,313	161	449
N. Mexico	44	149	44	44
New York	436	3,313	425	1,279
N. Carolina	189	650	185	305
N. Dakota	165	569	160	301
Ohio	434	2,815	430	950
Oklahoma	248	711	245	329
Oregon	94	442	90	155
Pennsylvania	501	3,251	495	1,116
Rhole Island	10	202	10	77
S. Carolina	108	276	105	113
S. Dakota	146	645	146	290
Tennessee	138	444	135	221
Texas	483	1,504	483	666
Utah	46	226	45	106
Vermont	34	225	34	97
Virginia	192	738	190	312
Washington	143	776	140	278
W. Virginia	99	704	95	304
Wisconsin	325	2,055	320	781
Wyoming	34	228	32	104
Total	8,840	42,631	8,671	17,007

Proportion of Cars and Trucks in Each State

	Cars	Trucks
Ala.	85.5	14.5
Ariz.	91.4	8.6
Ark.	83.2	16.8
Cal.	87.3	12.7
Col.	92.0	8.0
Conn.	84.5	15.5
Del.	80.4	19.6
D.C.	89.3	10.7
Fla.	84.2	15.8
Ga.	87.4	12.6
Ida.	88.7	11.3
Ill.	87.4	12.6
Ind.	85.6	14.4
Iowa	91.6	8.4
Kan.	89.2	10.8
Ken.	89.7	10.3
La.	85.6	14.4
Me.	83.1	16.9
Md.	96.5	3.5
Mass.	88.4	11.6
Mich.	86.8	13.2
Minn.	86.5	13.5
Miss.	86.8	13.2
Mo.	89.6	10.4
Mont.	82.6	17.4
Neb.	92.5	7.5
Nev.	79.6	20.4
N.H.	86.3	13.7
N.J.	81.8	18.2
N.M.	96.4	3.6
N.Y.	81.5	18.5
N.C.	90.9	9.1
N.D.	88.9	11.1
Ohio	87.9	12.1
Okl.	90.0	10.0
Ore.	91.0	9.0
Pa.	85.9	14.1
R.I.	84.6	15.4
S.C.	89.4	10.6
S.D.	89.5	10.5
Tenn.	90.8	9.2
Tex.	86.9	13.1
Utah	85.5	14.5
Vt.	91.0	9.0
Va.	84.8	15.2
Wash.	85.6	14.4
W.Va.	85.7	14.3
Wis.	86.9	13.1
Wyo.	86.9	13.1
Total	86.9	13.1

Marketing Data

Truck Sales by States—1928

Approximate Figures

	Sales	% of Total	% of 1927 Total
Alabama	6,600	1.86	1.8
Arizona	1,600	0.46	0.4
Arkansas	3,400	0.96	1.5
California	17,800	5.05	4.7
Colorado	3,800	1.08	1.1
Connecticut	6,700	1.89	2.1
Delaware	1,000	0.28	0.3
Dist. of Col.	1,500	0.43	0.5
Florida	3,500	0.99	1.4
Georgia	4,100	1.15	1.6
Idaho	1,800	0.50	0.5
Illinois	18,700	5.27	4.9
Indiana	9,800	2.76	3.4
Iowa	8,900	2.51	2.0
Kansas	5,200	1.46	1.3
Kentucky	4,600	1.30	1.2
Louisiana	3,500	0.99	0.9
Maine	3,200	0.90	0.9
Maryland	4,800	1.36	1.4
Massachusetts	12,300	3.50	3.1
Michigan	16,600	4.68	4.4
Minnesota	7,800	2.20	2.1
Mississippi	2,800	0.77	1.2
Missouri	10,400	2.94	3.3
Montana	4,400	1.24	1.0
Nebraska	5,600	1.58	1.5
Nevada	300	0.09	0.1
N. Hampshire	1,700	0.46	0.4
N. Jersey	14,200	4.00	4.7
N. Mexico	1,300	0.37	0.2
N. York	36,300	10.23	10.7
N. Carolina	7,200	2.11	2.3
N. Dakota	4,600	1.30	0.9
Ohio	18,900	5.33	4.6
Oklahoma	8,500	2.39	2.4
Oregon	3,200	0.90	0.9
Pennsylvania	25,400	7.15	7.6
Rhode Island	2,000	0.56	0.7
S. Carolina	3,100	0.87	0.9
S. Dakota	3,900	1.08	0.7
Tennessee	4,000	1.11	1.1
Texas	20,800	5.85	4.7
Utah	1,400	0.43	0.4
Vermont	1,600	0.46	0.4
Virginia	6,200	1.73	1.9
Washington	4,700	1.33	1.5
W. Virginia	3,700	1.02	0.8
Wisconsin	10,000	2.82	3.3
Wyoming	1,100	0.31	0.3
Total	354,500	100.00	100.0

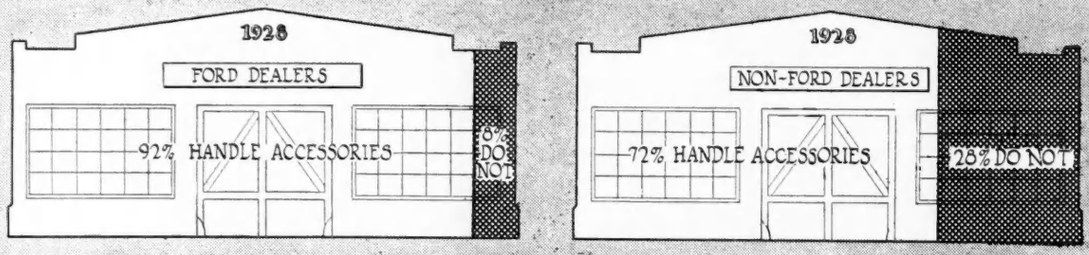
Passenger Car Sales by States—1928

Approximate Figures

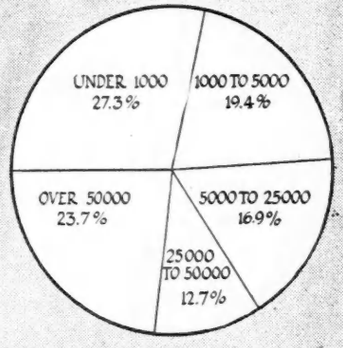
	Sales	% of Total	% of 1927 Total
Alabama	35,700	1.11	1.31
Arizona	12,700	0.40	0.36
Arkansas	27,100	0.84	1.15
California	196,600	6.10	6.57
Colorado	33,900	1.05	1.12
Connecticut	48,300	1.50	1.55
Delaware	7,200	0.22	0.25
Dist. of Col.	18,500	0.57	0.65
Florida	36,500	1.13	1.15
Georgia	36,000	1.12	1.30
Idaho	13,200	0.41	0.49
Illinois	194,800	6.05	5.83
Indiana	95,200	2.96	3.41
Iowa	87,700	2.72	2.59
Kansas	57,700	1.79	1.68
Kentucky	42,500	1.32	1.23
Louisiana	33,400	1.04	0.89
Maine	20,300	0.63	0.68
Maryland	37,100	1.15	1.25
Massachusetts	116,300	3.62	3.45
Michigan	203,600	6.31	5.45
Minnesota	72,100	2.24	2.21
Mississippi	29,300	0.91	0.98
Missouri	99,600	3.09	3.35
Montana	18,800	0.58	0.61
Nebraska	56,100	1.74	1.52
Nevada	2,800	0.09	0.08
N. Hampshire	12,300	0.38	0.39
N. Jersey	112,200	3.49	3.17
N. Mexico	9,200	0.29	0.22
N. York	304,800	9.47	8.82
N. Carolina	58,800	1.83	2.18
N. Dakota	21,900	0.68	0.55
Ohio	215,000	6.68	5.20
Oklahoma	76,800	2.38	2.42
Oregon	26,900	0.84	0.99
Pennsylvania	222,600	6.91	8.15
Rhode Island	17,900	0.56	0.54
S. Carolina	24,800	0.77	0.80
S. Dakota	28,200	0.88	0.69
Tennessee	43,100	1.34	1.58
Texas	169,100	5.26	4.99
Utah	13,400	0.42	0.40
Vermont	10,700	0.33	0.33
Virginia	48,400	1.50	1.57
Washington	39,100	1.21	1.31
W. Virginia	32,700	1.01	1.24
Wisconsin	91,400	2.84	3.10
Wyoming	7,700	0.24	0.24
Total	3,220,000	100.00	100.00

Marketing Data

Percentage of Dealers Handling Accessories



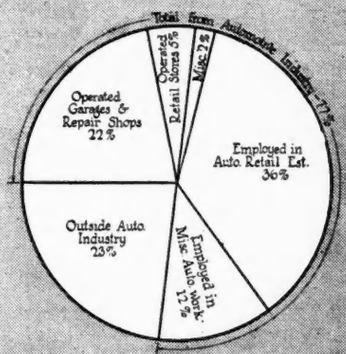
Registrations by Town Sizes



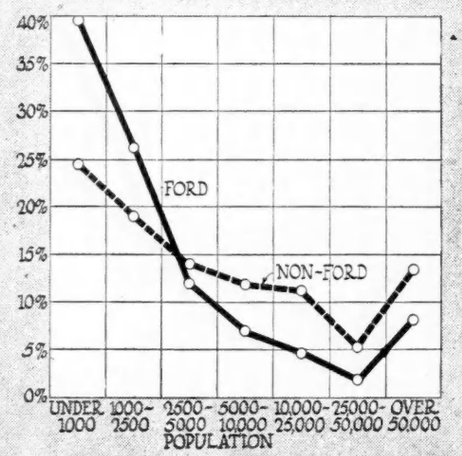
Number of Ford and Non-Ford Dealers

Year	Ford Dealers	Non-Ford Dealers	Total Dealers
1918	6,910	21,850	28,760
1919	7,640	23,230	30,870
1920	7,510	27,110	34,620
1921	7,970	28,740	36,710
1922	8,860	28,040	36,900
1923	9,870	31,380	41,250
1924	10,810	35,310	46,120
1925	9,010	36,020	45,030
1926 (May)	9,210	40,230	49,440
1927 (Dec.)	9,380	41,490	50,870
1927	8,984	40,606	49,590
1928	8,840	42,631	51,471

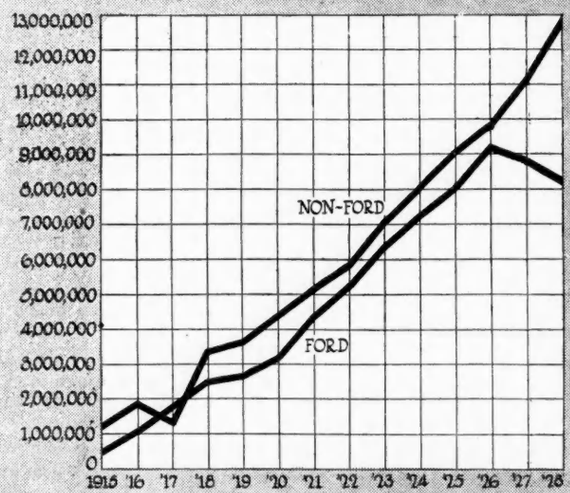
Origins of New Dealers Appointed—1928



Ford and Non-Ford Dealers by Town Sizes



Ford and Non-Ford Car Registrations



Highways

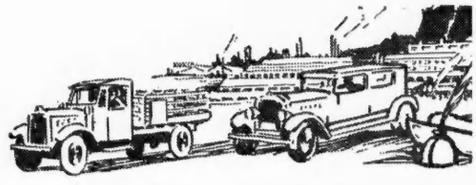
Mileage Statistics—Highways of the World

(Automotive Division, Dept. of Commerce)

WORLD TOTALS	Total Mileage	Improved Mileage Includes Water-bound Macadam	Unimproved Mileage	Sq. Mile Area to Mile of Road	No. of Autos to Road Mile	Persons Per Motor Vehicle
America	3,574,731	169,169	3,405,562	4.4	7.0	9.2
Africa	205,902	18,701	187,201	48.1	1.35	493.2
Asia	418,457	104,816	313,641	248.8	0.89	2,642.3
Europe	1,976,037	638,570	1,337,467	5.2	20.7	100.4
Oceania	406,874	85,962	320,912	8.1	1.76	12.8
Grand Total	6,582,001	1,017,218	5,564,783	7.7	4.8	59.9
AMERICA						
Alaska	1,519	*	1,519	388.0	1.3	28.8
Argentina	19,065	424	18,641	61	14.0	37.3
Bolivia	2,986	25	2,961	206	0.8	1,111.2
Brazil	46,933	376	46,557	70	2.9	223.9
British Guiana	485	150	335	185	4.2	279.2
British Honduras	65	25	40	132	2.9	255.7
British West Indies	10,702	3,355	7,347	1.1	1.4	117.6
Canada	424,014	6,891	417,123	9	2.3	9.8
Canal Zone	86	86	Incl. with Panama			
Chile	24,846	2,222	22,624	12	0.8	202.7
Colombia	1,064	858	206	466	9.7	673.2
Costa Rica	2,175	161	2,014	11	0.7	318.6
Cuba	1,660	1,602	58	27	27.3	78.7
Dominican Republic	658	76	582	29	6.2	245.2
Ecuador	542	9	533	219	2.9	1,269.0
French Guiana	192	57	135	181	0.5	473.4
French West Indies	583	505	78	2	4.7	176.8
Guatemala	1,367	15	1,352	31	1.9	770.2
Haiti	931	.....	931	11	2.2	1,117.1
Honduras	380	113	267	122	1.3	1,562.4
Mexico	1,528	255	1,273	502	37.7	268.7
Netherland W. I.	173	.....	173	2	5.2	65.0
Newfoundland	377	.....	377	113	4.6	152.0
Nicaragua	1,177	.....	1,177	42	0.5	112.8
Panama	260	181	79	92	14.2	95.9
Paraguay	1,181	3	1,178	83	0.9	981.4
Peru	12,854	51	12,803	44	0.8	512.8
Porto Rico	2,255	1,307	948	2	6.1	98.7
Salvador	976	44	932	14	1.9	912.6
United States	3,005,614	149,660	2,855,954	1	7.8	5.1
Uruguay	5,172	548	4,624	14	6.7	48.3
Venezuela	2,796	170	2,626	141	4.8	225.9
Virgin Islands	115	.....	115	1	4.1	56.8
Total America	3,574,731	169,169	3,405,562	4.4	7.0	9.2
AFRICA						
Algeria	12,975	3,283	9,692	65	2.4	192.2
Anglo-Egyptian Sudan	225	.....	225	4,508	7.8	3,976.1
Angola	15,170	.....	15,170	32	0.1	2,348.3
Belgian Congo	8,000	.....	8,000	115	0.6	1,703.6
British East Africa	16,487	2,763	13,724	44	0.9	831.3
British Somaliland	250	.....	250	272	0.2	7,493.5
British West Africa	11,869	1,035	10,834	45	1.1	1,791.0
Canary Islands	543	303	240	5	9.0	106.9
Cyrenaica	1,577	161	1,416	229	0.2	674.7
Egypt	3,346	87	3,259	115	7.5	563.7
Eritrea	1,085	249	836	42	0.1	3,005.9
Ethiopia (Abysinnia)	.....	.....	.....	.....	.....	64,102.6
French Equato. Africa	4,900	.....	4,900	238	0.1	20,708.4
French Somaliland	.....	.....	.....	.....	.....	452.1
French West Africa	21,375	1,429	19,946	58	0.3	2,251.3
Italian Somaliland	932	25	907	166	0.2	5,161.3
Jubaland (Kenya)	11	11	.....	3,182	.....	.....
Liberia	234	.....	234	184	0.8	12,569.8
Madagascar	2,153	1,506	647	112	1.5	1,740.2
Madeira	85	.....	85	4	7.4	286.4
Mauritius	700	650	50	1	4.3	132.8
Morocco	3,629	2,644	987	60	4.4	331.1
Mozambique	15,250	.....	15,250	28	0.1	2,902.4
Portuguese Guiana	1,242	.....	1,242	11	.....	.....
Seychelles	45	.....	45	3	1.0	599.9
South Africa Union	68,038	651	67,297	6	2.0	53.1
South Africa—Other	7,775	407	7,368	94	1.0	366.6
Spanish Guiana	10	.....	10	1,004	.....	.....
Tripolitania	1,008	249	759	893	0.6	1,019.1
Tunisia	6,988	3,260	3,728	7	0.9	357.0
Total Africa	205,902	18,701	187,201	48	1.4	493.2

WORLD TOTALS	Total Mileage	Improved Mileage Includes Water-bound Macadam	Unimproved Mileage	Sq. Mile Area to Mile of Road	No. of Autos to Road Mile	Persons Per Motor Vehicle
ASIA						
Afghanistan	1,000	.....	1,000	257	0.2	39,605.0
Arabia	645	.....	645	1,550	1.8	5,892.3
British Malaya	5,992	5,582	410	9	5.8	99.8
Ceylon	15,801	4,751	11,050	2	1.1	288.9
China	17,746	410	17,336	297	1.3	18,744.7
Chosen (Korea)	6,000	.....	6,000	14	0.5	6,330.4
French Indo-China	19,377	8,074	11,303	14	0.8	1,279.2
India	211,068	60,340	150,728	9	0.5	2,900.1
Iraq	1,559	6	1,553	92	1.9	926.6
Japan	72,817	31	72,786	2	1.0	881.4
Macao	9	.....	9	5	.....	.....
Netherlands E. I.	27,353	18,068	9,285	27	1.3	1,456.4
Palestine	1,232	399	833	7	2.0	361.9
Persia	6,587	1,150	5,437	95.3	1.0	1,416.4
Philippine Islands	6,780	3,453	3,327	17	4.4	348.7
Siam	654	.....	654	306	11.2	1,345.2
Syria	4,998	2,242	2,756	12	1.1	380.2
Turkey (Incl. Europe)	18,839	310	18,529	26	0.4	1,844.6
Total Asia	418,457	104,816	313,641	249	0.89	2,642.3
EUROPE						
Aegean Islands	217	93	124	5	.....	.....
Albania	310	225	85	56	1.8	1,523.6
Austria	21,191	20,566	625	2	2.4	126.4
Azores	681	482	199	1	1.0	334.8
Belgium	6,328	6,328	.....	2	22.0	56.7
Bulgaria	8,699	8,699	.....	5	0.2	2,604.8
Cyprus	2,888	879	2,009	1	0.5	222.9
Czechoslovakia	44,600	44,600	.....	1	1.4	226.1
Danzig	503	484	19	2	5.6	137.3
Denmark	32,053	3,957	28,096	1	3.3	32.4
Estonia	13,808	168	13,640	1	0.1	572.1
Finland	28,336	28	28,308	5	1.1	119.0
France	440,085	24,660	415,425	0.5	2.5	36.6
Germany	128,242	25,648	102,594	1.4	6.8	73.4
Gibraltar	15	15	.....	0.1	43.4	30.2
Greece	6,403	1,743	4,660	7.7	2.2	416.0
Hungary	30,763	8,588	22,175	1.2	0.6	472.3
Iceland	1,243	.....	1,243	31.9	0.5	154.5
Irish Free State	46,700	46,700	.....	0.6	0.9	381.7
Italy	113,581	86,391	27,190	1.1	1.9	191.2
Latvia	15,518	521	14,997	1.6	0.2	774.2
Lithuania	27,125	751	26,374	0.8	0.1	1,727.7
Luxemburg	2,545	2,245	300	0.4	2.8	37.2
Malta and Goza	322	322	.....	0.4	5.3	132.9
Netherlands	10,875	10,875	.....	1,218	9.5	73.2
Northern Ireland	12,971	12,971	.....	0.4	2.4	108.6
Norway	22,525	34	22,491	5.6	1.7	73.3
Poland	116,174	24,906	91,268	1.3	0.2	1,153.3
Portugal	10,688	8,078	2,610	3.3	2.3	251.2
Rumania	54,680	32,311	22,369	2.1	0.4	789.9
Russia (Incl. Asia)	430,265	15,105	415,160	19.2	0.1	5,690.9
Spain	50,000	50,000	.....	3.1	3.9	1,121.0
Sweden	80,778	575	80,203	2.1	1.8	42.4
Switzerland	8,482	8,482	.....	1.9	10.0	46.6
United Kingdom	178,737	178,737	.....	0.5	10.4	23.8
Yugoslavia	27,706	12,403	15,303	3.5	0.5	889.8
Total Europe	1,976,037	638,570	1,337,467	5.2	20.7	100.4
OCEANIA						
Australia	360,000	40,020	319,980	8.3	1.4	12.3
British Pac. Is.	150	35	115	116.3	1.3	1,403.9
Fiji	199	.....	199	35.6	4.7	185.4
French Oceania	322	.....	322	31.2	1.3	213.4
Guam	66	.....	66	3.2	4.5	56.9
Hawaiian Islands	1,600	1,600	.....	4.0	23.5	7.9
New Zealand	44,307	44,307	.....	2.4	3.6	8.0
Samoa	30	.....	30	2.0	1.5	190.5
Samoa, Western	200	.....	200	6.2	1.4	157.2
Total Oceania	406,874	85,962	320,912	8.1	1.76	12.8

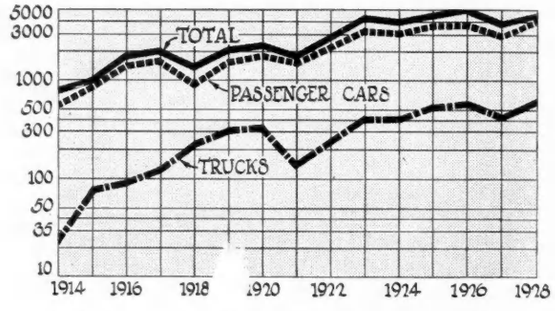
Production



Summary of 1928 Production Totals

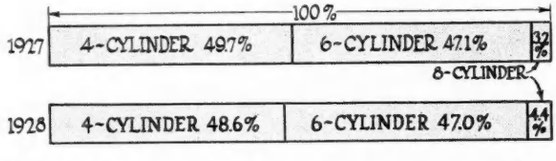
Passenger Cars—	
United States	3,826,613
Canada	196,737
Commercial Cars—	
United States	530,771
Canada	45,645
Buses	9,000
Motorcycles	50,000
Tractors	213,000
Tires	78,000,000
Aircraft	4,500
Commercial	3,500
Military	1,000
Foreign Assemblies	229,000

Car and Truck Production



Production of both cars and trucks during 1929 was ahead of 1926, the best previous year. Cars were only slightly ahead while trucks increased some 10 per cent

Car Output by Cylinders



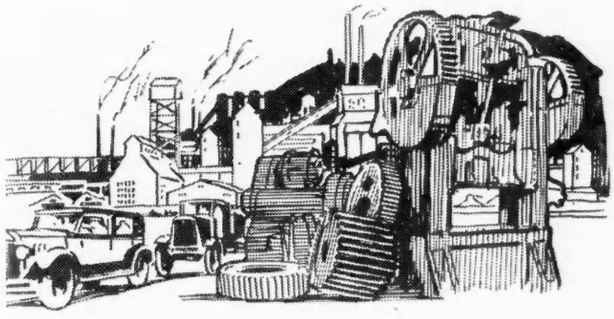
Despite the relatively large increase in the number of eight-cylinder cars on sale total output of cars of this type increases but slowly but it will increase, probably in the future

Passenger Car Production

(United States and Canada)

Year	Number	Value, Wholesale
1912	356,000	$335,000,000
1913	461,500	399,902,000
1914	543,679	413,859,379
1915	895,930	565,978,950
1916	1,525,578	921,378,000
1917	1,745,792	1,053,505,781
1918	943,436	801,937,925
1919	1,657,652	1,461,785,925
1920	1,905,560	1,809,170,963
1921	1,529,165	1,095,883,000
1922	2,397,827	1,571,659,041
1923	3,780,358	2,282,953,822
1924	3,327,770	2,049,101,671
1925	3,908,304	2,555,419,483
1926	3,984,218	2,758,446,322
1927	3,092,783	2,269,056,222
1928	4,023,350*	2,643,341,000

* 3,826,613 produced in United States; 196,737 in Canada.



Number and Per Cent of Truck Production by Capacities

(United States and Canada)
(Based on N.A.C.C. Data)

	1925		1926		1927		1928	
	Number	%	Number	%	Number	%	Number	%
¾ ton and less	46,200	8.9	63,100	12.1	78,000	16.0	78,900	13.7
1 ton—less than 1½	390,200	75.2	349,000	66.9	319,900	65.7	403,700	70.1
1½ ton—less than 2	29,100	5.6	45,900	8.8	28,700	5.9	27,800	4.8
2 ton—less than 2½	11,900	2.2	19,300	3.7	27,700	5.7	31,100	5.4
2½ ton—less than 3½	16,600	3.2	17,700	3.4	16,600	3.4	20,400	3.5
3½ ton—less than 5	6,200	1.2	7,800	1.5	4,400	0.9	4,500	0.8
5 ton and over	7,800	1.5	8,900	1.7	3,900	0.8	4,100	0.7
Miscellaneous and Special	10,900	2.1	9,900	1.9	7,800	1.6	5,900	1.0
Total	518,900	100.0	521,600	100.0	487,000	100.0	576,400	100.0

Ratio of U. S. Exports to Production

Per Cent Exported

	1919	1923	1924	1925	1926	1927	1928
Passenger Cars	4.0	3.4	4.6	6.4	6.2	9.5	11.1
Motor Trucks	5.1	6.6	7.1	11.8	13.6	23.6	29.7

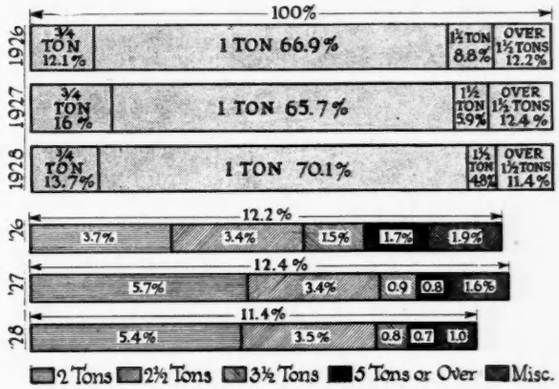
Motor Truck Production

(United States and Canada)

Year	Number	Value, Wholesale
1912	22,000	$21,000,000
1913	23,500	44,000,000
1914	25,375	45,098,464
1915	74,000	125,800,000
1916	92,130	161,000,000
1917	128,157	220,982,668
1918	227,250	434,168,992
1919	275,943	423,326,621
1920	321,789	423,249,410
1921	153,200	165,783,550
1922	248,402	221,453,667
1923	400,092	309,079,606
1924	410,016	318,311,344
1925	518,915	459,744,079
1926	521,643	456,371,169
1927	486,970	431,649,521
1928	576,416*	415,320,000

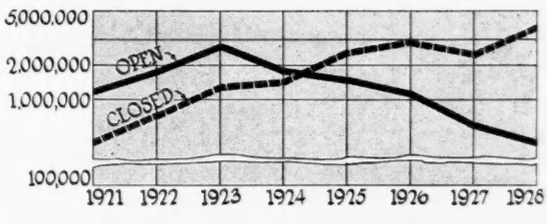
* 530,771 produced in United States, 45,645 in Canada.

Truck Output by Capacities



Little change is evidenced in the distribution of truck production except that large trucks appear to be more than holding their own

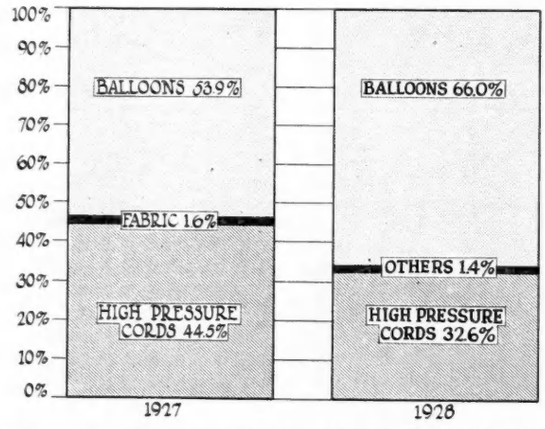
Open and Closed Car Output



Closed car production continues its upward trend after its set-back in 1927 while that of open cars declines still further

Production

Tire Output by Types



World Motor Vehicle Production

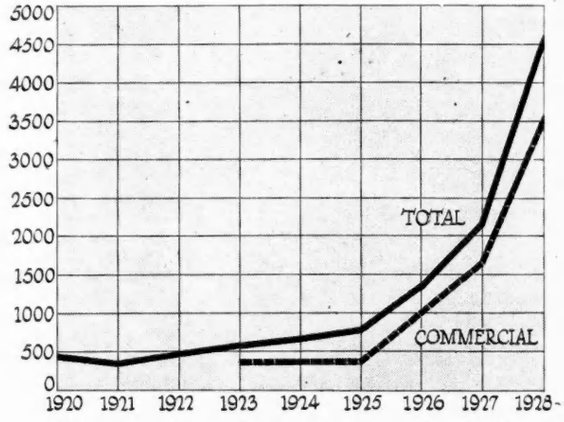
(Automotive Division, Bureau of Foreign and Domestic Commerce)

	1924	1925	1926	1927	1928
Austria		4,900	5,290	8,700	11,500
Belgium	4,500	5,639	6,000	6,500	9,000
Czechoslovakia		5,000	7,000	10,200	15,360
Denmark		75	200	190	200
England	132,000	176,800	198,699	231,920	232,200
France	145,000	177,000	190,000	190,000	200,000
Germany	18,000	55,000	54,500	72,000	150,200
Hungary		398	388	282	860
Italy	35,000	39,573	64,760	54,559	47,000
Spain		473	1,050	585	675
Sweden		270	410	1,250	2,000
Switzerland		450	1,046	1,585	1,600
Japan				305	250
Russia				510	2,130
Total	334,500	460,678	529,343	578,586	672,975

Open and Closed Car Production

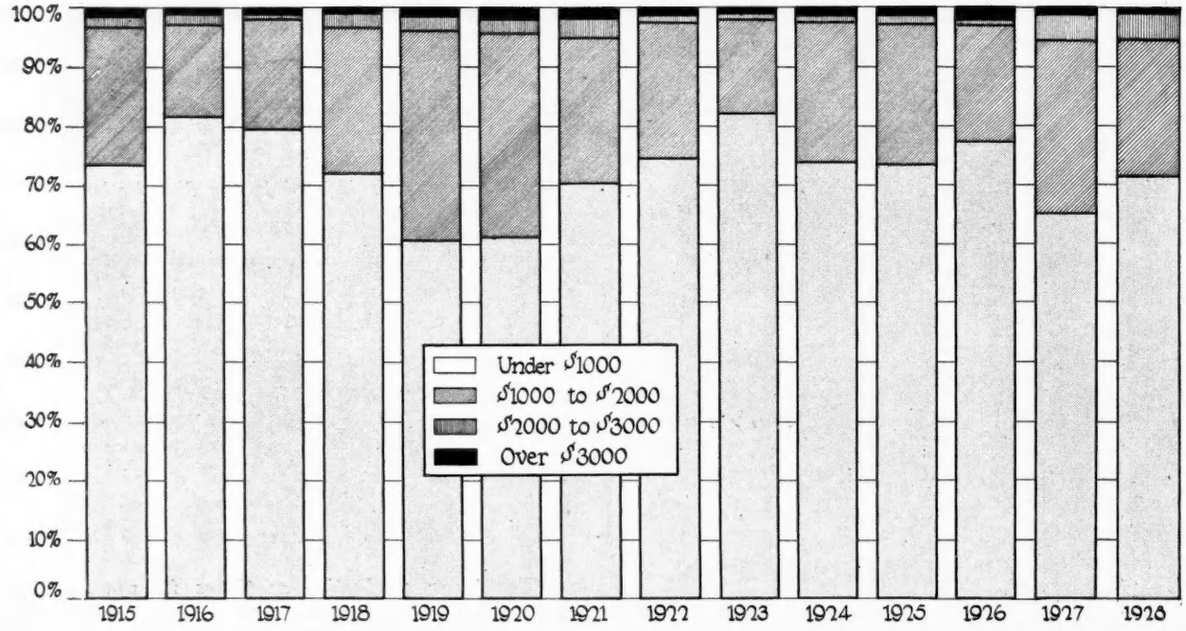
Year	Open	Closed	% Closed
1919	1,497,000	161,000	10.3
1920	1,582,000	324,000	17.0
1921	1,191,000	338,000	22.1
1922	1,679,000	719,000	30.0
1923	2,528,000	1,252,000	34.0
1924	1,896,000	1,432,000	43.0
1925	1,699,000	2,209,000	56.5
1926	1,117,000	2,867,000	72.0
1927	566,000	2,527,000	81.7
1928	579,000	3,444,000	85.6

Aircraft Production



1928 aircraft production was nearly double that of 1927, according to Department of Commerce estimates. Of the increase practically all was in commercial type planes

Car Production by Price Classes



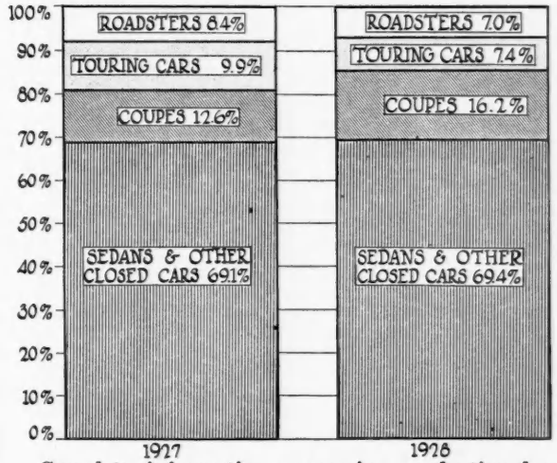
Production

Foreign Assembly Sales

Year	No. of Foreign Assembly Plants	U. S. Foreign Assembly Sales
1921	..	19,296
1922	..	45,444
1923	7	75,985
1924	10	116,148
1925	17	152,262
1926	26	145,774
1927	33	192,981
1928	40	229,000

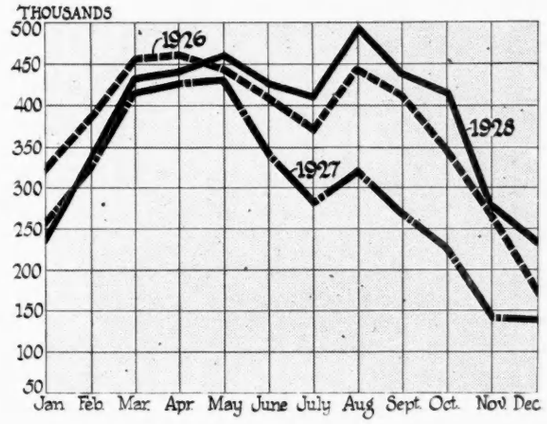
Sales figures include shipments of cars and trucks assembled from parts exported from the United States or Canada without regard as to whether or not they have been declared on export as complete vehicles

Car Output by Models



Complete information concerning production by models is rather hard to obtain but the above data are, we believe, rather accurate indications of the present trend

Monthly Output of Cars and Trucks



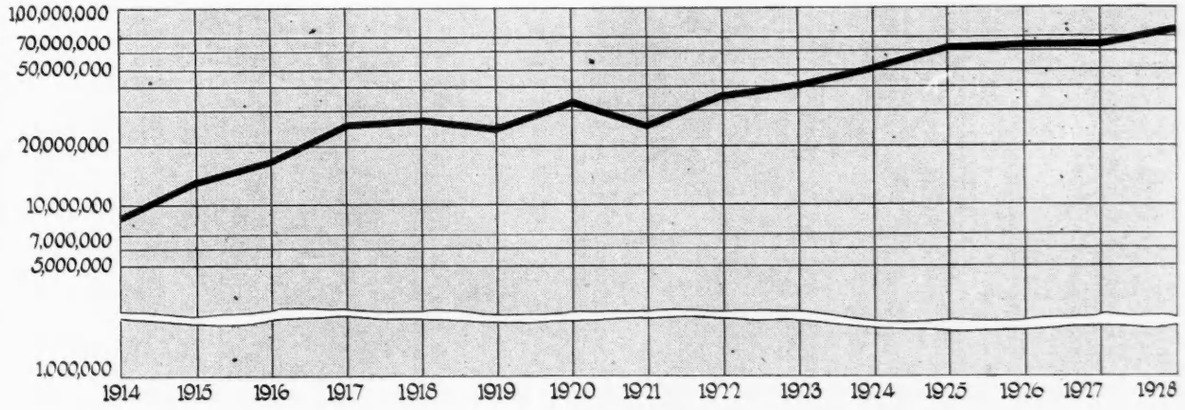
May production last year went ahead of 1926 and every month thereafter 1928 production was well in advance of that during the previous record year

Production of Closed Cars

(Percentage of Closed Cars to Total Production in Each Price Class)

Year	Under $1,000	$1,000-$2,000	$2,000-$3,000	Over $3,000
1919	9.0	8.0	24.0	30.5
1920	19.1	12.0	22.0	22.3
1921	21.5	18.5	36.8	44.0
1922	24.3	39.6	80.4	78.7
1923	32.4	35.8	82.8	90.3
1924	32.3	71.6	77.7	91.4
1925	49.8	73.8	80.0	82.5
1926	68.0	84.5	84.4	75.0
1927	84.0	77.7	78.3	81.7
1928	78.9	92.8	95.5	87.4

Total Tire Production



Total tire production continues to increase not only because of the greater number of cars making up the domestic market but also because of the very rapidly expanding export market for American tires. The fact that production appears to be increasing at a slower rate than these conditions would appear to warrant is evidence of the greater service which is being provided by the modern products of the tire makers

Production

Number and Percentage of Passenger Car Production by Price Classes

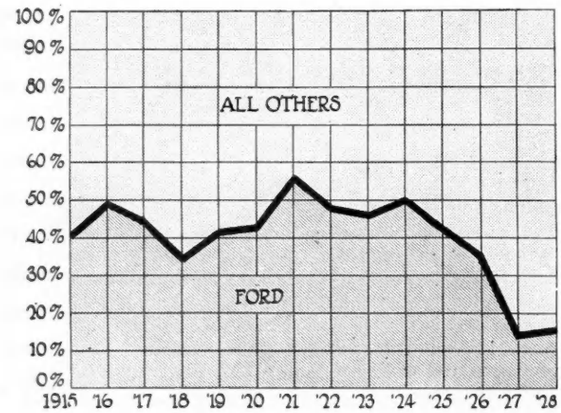
Year	Under $1,000		$1,000-$2,000		$2,000-$3,000		Over $3,000	
	No.	%	No.	%	No.	%	No.	%
1912	156,000	43.8	169,800	47.7	10,300	2.9	19,900	5.6
1913	289,400	62.7	131,500	28.5	23,100	5.0	17,500	3.8
1914	339,800	62.5	160,400	29.5	29,900	5.5	13,600	2.5
1915	591,900	72.3	199,700	24.4	18,000	2.2	9,000	1.1
1916	1,240,300	81.3	236,500	15.5	36,600	2.4	12,200	0.8
1917	1,389,200	79.8	304,600	17.5	26,100	1.5	20,900	1.2
1918	663,300	71.6	224,200	24.2	31,500	3.4	7,400	0.8
1919	976,400	58.9	578,500	34.9	69,600	4.2	33,200	2.0
1920	1,118,600	59.4	619,600	32.9	81,000	4.3	64,000	3.4
1921	1,044,700	69.0	352,800	23.3	81,700	5.4	34,800	2.3
1922	1,774,400	74.0	522,700	21.8	59,900	2.5	40,800	1.7
1923	3,068,300	81.6	617,300	16.4	45,200	1.2	30,200	0.8
1924	2,434,800	73.3	800,200	24.1	42,900	1.3	42,900	1.3
1925	2,853,700	73.2	913,600	23.4	70,300	1.8	62,400	1.6
1926	3,059,500	77.0	778,500	19.6	63,600	1.6	71,600	1.8
1927	2,005,700	65.0	907,200	29.4	138,900	4.5	33,900	1.1
1928	2,932,800	72.9	918,100	22.8	133,300	3.3	39,200	1.0

World Car and Truck Production Where Segregated

(Automotive Division, Bureau of Foreign and Domestic Commerce)

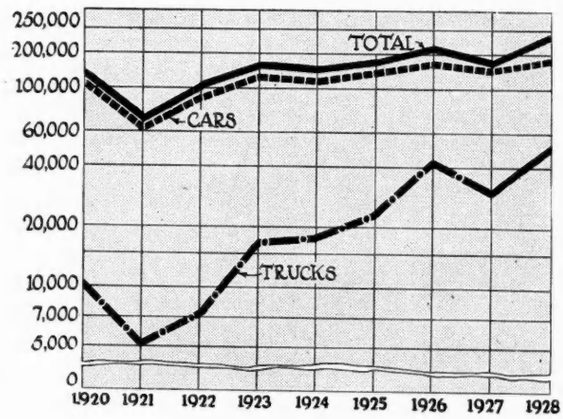
	1926			1927			1928 (Estimated)		
	Cars	Trucks	Total	Cars	Trucks	Total	Cars	Trucks	Total
Austria	3,960	1,330	5,290	6,100	2,600	8,700	8,100	3,400	11,500
Belgium	5,000	1,000	6,000	5,500	1,000	6,500	7,600	1,400	9,000
Czechoslovakia	....	....	7,000	8,350	1,850	10,200	12,600	2,800	15,400
Denmark	....	....	200	40	150	190	50	150	200
England	158,699	40,000	198,699	161,920	70,000	231,920	179,200	53,000	232,200
Germany	37,000	17,500	54,500	60,000	12,000	72,000	108,000	42,200	150,200
Hungary	180	208	388	167	115	282	500	400	900
Italy	....	....	64,760	51,473	3,086	54,559	44,400	2,600	47,000
Spain	600	450	1,050	275	310	585	300	400	700
Sweden	10	400	410	800	450	1,250	1,300	700	2,000
Switzerland	196	850	1,046	245	1,340	1,585	300	1,300	1,600
Japan	....	....	....	80	225	305	100	200	300
Russia	....	....	....	....	510	510	....	2,100	2,100

Ratio of Ford Output to Total



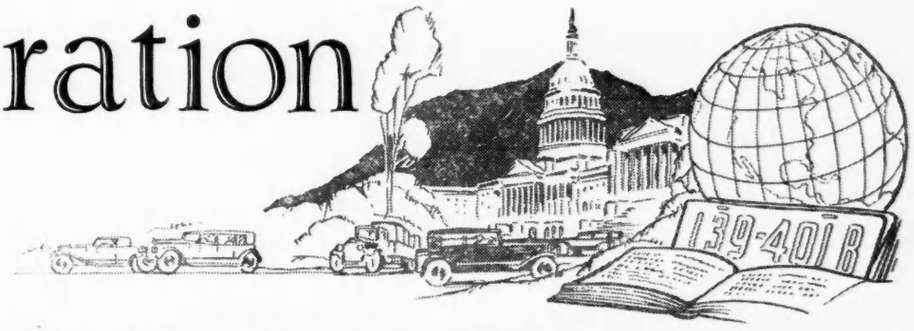
During 1928 Ford halted the downward trend of his output in proportion to total production which has been active since 1924

Canadian Production



Canadian production followed that in the United States to a record year with trucks making the largest proportionate increase

Registration



Summary Table of World Registrations of Motor Vehicles

	Total Cars, Trucks and Buses	Cars	Trucks	Buses	Motorcycles
Americas (Except U. S.)	1,793,620	1,490,345	298,554	4,721	16,541
United States	24,501,004	21,316,657	3,092,059	92,288	117,165
Europe	4,193,520	3,050,840	1,030,889	111,791	1,851,550
Oceania	708,561	577,852	130,709	....	126,609
Asia	415,205	318,077	89,696	7,432	52,781
Africa	279,237	228,913	48,278	2,046	58,368
Total	31,891,147	26,982,684	4,690,185	218,278	2,223,014

Africa

Country	Total	Cars	Trucks	Buses	Motor-cycles
Abyssinia	298	251	47	....	....
Algeria	39,444	32,828	6,616	....	3,000
Angola	1,625	800	825	....	....
Belgian Congo	3,750	2,000	1,750	....	....
Brit. East Africa	12,700	8,250	4,450	....	4,250
Brit. West Africa	13,000	4,500	8,500	....	2,500
Canary Islands	4,933	3,409	1,524	....	136
Egypt	26,530	21,905	3,429	1,196	3,365
French West Africa	4,000	4,000	....	....	500
Liberia	225	225	....	....	....
Madagascar	1,585	1,200	385	....	770
Madeira	510	510	....	....	40
Mauritius	3,183	2,600	583	....	250
Morocco	16,688	12,165	4,523	....	1,802
Port. East Africa	1,100	800	300	....	300
Reunion	905	775	130	....	130
Rhodesia	9,060	7,800	1,260	....	2,750
Seychelles	14	14	....	....	....
Somaliland and Eritrea	550	399	151	....	75
South Africa	125,850	114,000	11,000	850	37,500
Southwest Africa	1,500	1,200	300	....	80
Spanish Morocco	600	600	....	....	....
Sudan	2,152	1,052	1,100	....	....
Tangier	475	300	175	....	30
Tripolitania	510	260	250	....	....
Tunisia	8,050	7,070	980	....	890
Total, 1929	279,237	228,913	48,278	2,046	58,368

The data upon which these tables have been based and which make them a very accurate approximation of motor vehicle registrations throughout the world have been obtained through the wholehearted cooperation of a great number of individuals and agencies. While proper acknowledgment of our debt cannot be made here to all we wish especially to thank The American Automobile (Overseas Edition); the Bureau of Foreign and Domestic Commerce and its representatives, and, particularly, the Automotive Division of the Bureau; American consuls and consular officers in many cities; factory representatives abroad, motor trade associations and automobile clubs and many other governmental, municipal and private individuals and organizations.

North and South America

Country	Total	Cars	Trucks	Buses	Motor-cycles
Alaska	2,300	2,300	....	....	....
Argentina	299,839	246,064	53,775	....	2,592
Bahamas	1,050	800	250	....	20
Barbados	1,450	1,350	100	....	....
Bermuda	20	1	19	....	....
Bolivia	2,335	1,400	850	85	350
Brazil	155,000	102,500	52,500	....	1,500
British Guiana	1,860	1,600	260	....	287
British Honduras	150	110	40	....	15
Canada	1,061,828	930,403	129,807	1,618	7,903
Chile	23,500	16,000	7,500	....	350
Colombia	15,000	9,500	5,500	....	....
Costa Rica	2,079	1,563	405	111	90
Cuba	45,604	31,158	12,668	1,778	364
Dominican Republic	4,346	3,846	500	....	....
Dutch Guiana	300	175	125	....	85
Dutch West Indies	1,300	1,300	....	....	....
Ecuador	1,930	1,320	530	80	46
French Guiana	92	60	32	....	8
Grenada	397	308	40	49	60
Guadeloupe	650	650	....	....	....
Guatemala	2,403	2,154	249	....	20
Haiti	2,568	2,293	275	....	30
Honduras	500	500	....	....	....
Jamaica	6,750	5,000	1,750	....	550
Martinique	1,500	1,500	....	....	....
Mexico	62,500	52,500	10,000	....	....
Newfoundland	2,023	1,770	244	9	71
Nicaragua	682	600	80	2	100
Other British W. Indies	1,000	1,000	....	....	....
Panama	6,915	6,915	....	....	375
Paraguay	1,500	604	896	....	3
Peru	11,900	6,700	5,200	....	150
Porto Rico	13,039	10,440	2,599	....	144
Salvador	1,866	1,520	245	101	110
St. Pierre and Miquelon	64	31	33	....	....
Trinidad and Tobago	6,480	4,245	1,974	261	895
United States	24,501,004	21,316,657	3,092,059	92,288	117,165
Virgin Islands	559	447	108	4	111
Uruguay	34,591	28,618	5,350	623	312
Venezuela	15,750	11,100	4,650	....	....
Total, 1929	26,294,624	22,807,002	3,390,613	97,009	133,706
Total, 1929, less U. S.	1,793,620	1,490,345	298,554	4,721	16,541

Registrations

Europe

Country	Total	Cars	Trucks	Buses	Motor-cycles
Albania	560	445	115	....	....
Austria	28,230	17,000	11,230	....	35,380
Azores	722	680	14	28	24
Belgium	108,225	108,225	....	....	40,000
Bulgaria	2,567	1,615	952	....	....
Czechoslovakia	45,403	31,617	12,328	1,458	26,830
Danzig Free State	2,241	1,450	721	70	1,123
Denmark	88,898	62,623	25,250	1,025	21,554
Esthonia	1,860	1,259	439	162	359
Faroe Islands.	39	15	22	2	....
Finland	32,438	22,420	10,018	....	5,670
France	1,108,900	785,200	323,700	....	250,000
Germany	519,100	387,700	131,400	....	491,000
Gibraltar	582	369	213	....	63
Great Britain.	1,372,109	946,210	320,537	105,362	715,481
Greece	18,700	12,620	6,080	....	1,250
Holland	85,500	57,200	28,300	....	30,593
Hungary	16,200	12,000	4,200	....	8,500
Iceland	765	300	460	5	70
Irish Free State	45,319	38,823	6,496	....	7,853
Italy	172,000	137,000	35,000	....	80,000
Latvia	2,300	1,400	700	200	750
Lithuania ...	1,393	1,048	219	126	403
Luxemburg ..	7,775	5,775	2,000	....	1,230
Malta	2,430	2,100	150	180	350
North. Ireland	21,617	16,073	5,544	....	6,093
Norway	36,027	24,554	10,100	1,373	6,314
Poland	27,000	20,500	6,500	....	4,000
Portugal	25,621	17,624	7,997	....	1,500
Rumania	29,200	22,000	5,700	1,500	990
Spain	156,501	129,920	26,581	....	35,000
Sweden	126,898	93,575	33,323	....	45,270
Switzerland ..	60,600	48,000	12,600	....	39,500
U. S. S. Russia	35,000	35,000	....	....	12,000
Yugoslavia ..	10,800	8,500	2,000	300	2,400
Total, 1929..	4,193,520	3,050,840	1,030,889	111,791	1,851,550

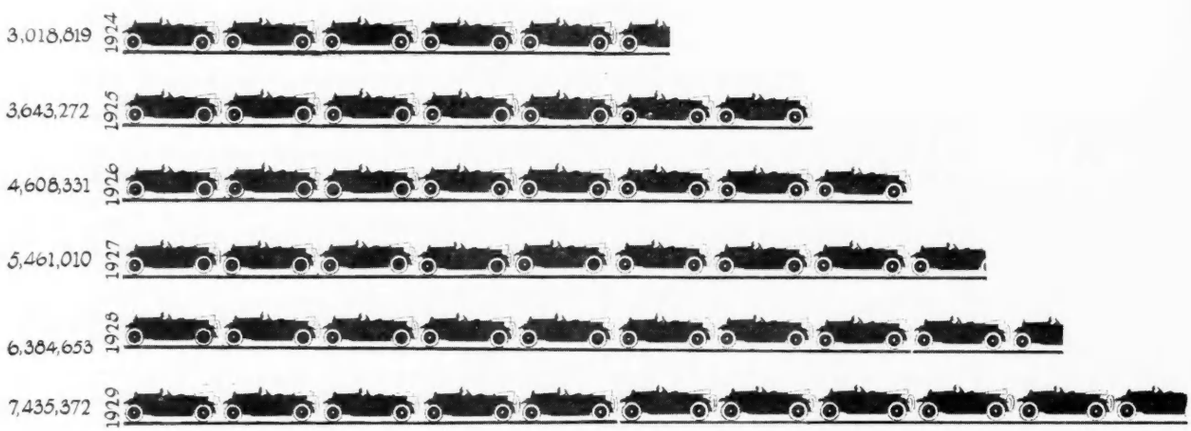
Asia

Country	Total	Cars	Trucks	Buses	Motor-cycles
Afghanistan	200	100	100	....	....
Arabia	1,809	1,476	77	256	146
British Malaya...	30,896	25,620	5,276	....	891
Brit. North Borneo	70	55	15	....	10
Ceylon	17,139	12,516	2,316	2,307	3,180
China	23,130	17,551	5,579	....	1,200
Cyprus	1,797	1,447	350	....	....
French Indo-China	15,340	12,000	3,340	....	....
Hong Kong	1,876	1,452	291	133	476
India	131,500	108,000	23,500	....	25,000
Iraq	3,131	2,468	663	....	250
Japanese Empire.	72,888	46,433	26,455	....	17,500
Netherlands East Indies	55,883	40,726	9,157	....	2,093
Palestine	2,976	2,066	910	....	291
Persia	7,860	4,460	3,400	....	500
Philippine Islands	26,796	19,089	5,051	2,656	581
Siam	6,850	4,000	1,700	1,150	625
Syria	6,190	5,550	510	130	38
Turkestan and Transcaucasia	74	68	6	....	....
Turkey	8,800	7,000	1,000	800	....
Total, 1929....	415,205	318,077	89,696	7,432	52,781

Oceania

Country	Total	Cars	Trucks	Motor-cycles
Australia	515,851	419,418	96,433	90,000
Fiji Islands	900	725	175	100
French Oceania	435	375	60	55
Hawaii	39,665	31,488	8,177	315
New Zealand	151,454	125,690	25,764	36,130
Western Samoa	256	156	100	9
Total, 1929.....	708,561	577,852	130,709	126,609

Growth of Registrations Outside the U. S.



United States Registrations

Registrations Gain 5.4 Per Cent

Motor vehicles in operation on December 31 total 24,501,004. Trucks over 3,000,000 mark.

TOTAL passenger car, truck and bus registrations in the United States as of Dec. 31, 1928, were 24,501,004 according to a survey just completed by *Automotive Industries*. Cars in use represent 21,316,657; trucks, 3,092,059, and buses—in the 24 states where they are segregated from cars or trucks—92,288. This last figure includes taxicabs also in the States of New York and Tennessee, so that it is not a true picture of bus registrations.

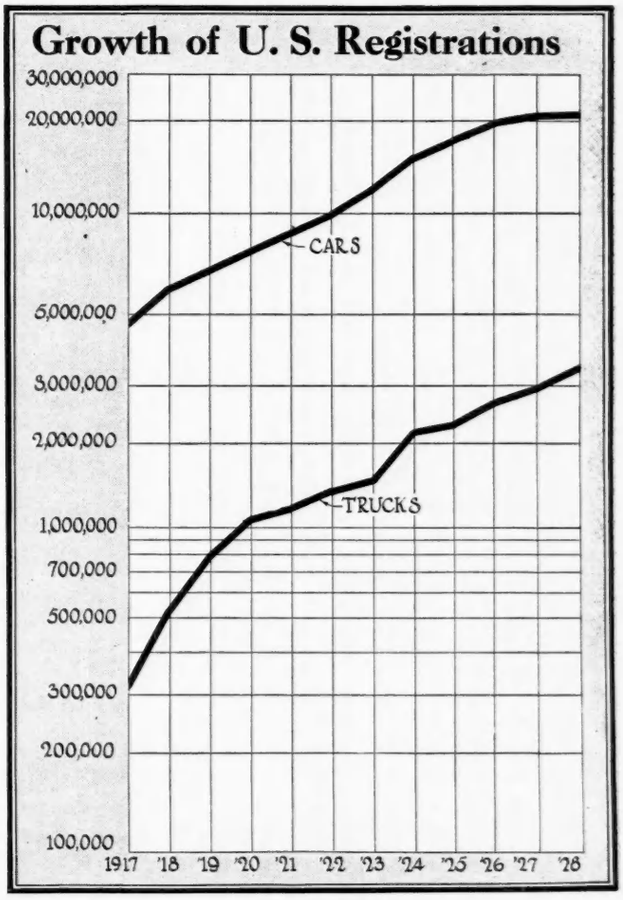
Motorcycle registrations were 117,165 while total fees collected for licenses totaled $317,493,790 and gasoline taxes in 46 states amounted to $293,318,928.

For the first time in history a state has registered more than 2,000,000 motor vehicles, as New York bettered this mark during 1928 by almost 100,000 vehicles. There are again seven states in which more than 1,000,000 vehicles are registered while there are but seven in which less than 100,000 vehicles are in operation.

The gain in registrations over 1927 was about 1,247,000 vehicles, which, in consideration of the fact that total motor vehicle sales during the year were approximately 3,574,000, indicates the very great importance of the replacement market in present-day sales plans. Considerably over half of the vehicles sold during the year apparently were used to replace other vehicles scrapped or otherwise taken out of active service.

The percentage gain over 1927 registrations was 5.4 per cent, only one-tenth of 1 per cent less than that made during 1927. Under ordinary conditions, the percentage increase each year should decline as the number of cars in use increases, but the very great improvement in 1928 sales over those of 1927 served to make the loss last year almost negligible.

Once again it is well to emphasize the facts regarding the accuracy of the registrations data presented here. As has often been pointed out in these pages, it is absolutely impossible for any agency, no matter how careful and efficient, to present an entirely accurate registration summary. And it will continue to be impossible to do so until about a dozen states change their methods of handling registrations so that duplications in their figures can be avoided.



U. S. Registration Summary

Passenger cars	21,316,657
Trucks	3,092,059
Buses (24 states)	92,288
Total cars, trucks and buses	24,501,004
Motorcycles	117,165
License fees	$317,493,790
Gasoline taxes	$293,318,928
Gains from Dec. 31, 1927 to Dec. 31, 1928,	1,247,122
Percentage gains	5.4%
Persons per vehicle	4.9

Automotive Industries has gone as far as is possible in the elimination of these duplications which appear in the published registration data of about half the states. The figures presented here have been subjected to corrections for 17 errors which we knew to be present in the data as it came to us, but we also know of at least 14 other errors which still remain in the data as published and which are impossible to remove until various state administrative methods are changed.

How large these unknown duplications are and how much they might affect the totals published here is uncertain. That they might have considerable influence is evidenced by the fact that this year registrations in Colorado and Maryland show a decrease from

(Continued on page 283)

United States

Motor Vehicle Registrations, 1916 to 1928

	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928
Alabama	21,636	32,873	46,171	58,898	74,637	82,343	90,052	126,642	157,262	194,580	225,651	243,539	255,850
Arizona	12,124	19,890	23,905	28,979	34,559	35,049	38,034	48,741	57,828	68,029	73,574	74,527	91,800
Arkansas	15,000	28,693	41,458	49,450	59,082	67,446	86,425	111,946	141,983	183,764	209,419	206,568	214,960
California ...	232,440	306,916	364,800	477,450	568,892	673,830	861,805	1,100,283	1,321,480	1,439,463	1,600,475	1,699,955	1,727,024
Colorado	43,296	66,850	83,244	104,865	127,549	145,739	162,328	189,356	213,247	240,097	252,787	268,026	245,260
Connecticut...	61,855	85,724	92,605	109,651	119,134	137,526	154,675	177,931	214,318	248,474	260,911	282,892	315,234
Delaware	7,102	10,700	12,955	16,152	18,300	21,413	24,560	29,977	35,136	40,681	44,418	46,707	51,210
Dis. of Col...	13,118	15,493	30,490	35,400	39,712	61,745	85,425	103,171	80,720	93,612	129,792	126,136	150,915
Florida	20,718	27,000	54,186	55,400	73,914	97,837	115,891	160,000	194,196	260,720	416,930	391,168	358,063
Georgia	47,579	70,357	99,800	127,326	144,422	131,942	145,584	173,794	209,300	244,871	274,037	296,567	318,180
Idaho	12,999	24,768	32,289	42,220	50,873	51,264	53,874	62,379	69,225	81,484	95,861	103,000	108,931
Illinois	248,429	340,292	389,620	478,438	568,759	670,434	786,190	969,331	1,123,724	1,263,177	1,370,503	1,438,985	1,504,359
Indiana	139,317	192,192	227,160	277,255	332,707	400,342	469,939	353,342	650,219	725,410	772,215	813,496	843,092
Iowa	198,602	254,317	278,313	363,857	437,300	460,528	500,148	576,398	620,906	657,567	689,036	706,829	736,666
Kansas	112,122	159,343	189,163	227,752	265,396	291,309	327,194	375,594	410,891	457,033	491,276	501,901	536,262
Kentucky	31,700	47,416	65,870	90,641	112,685	126,371	154,021	198,347	231,784	260,754	278,337	285,099	305,291
Louisiana ...	17,000	28,394	40,000	51,000	66,000	80,500	102,284	138,500	178,000	207,000	239,500	255,000	277,000
Maine	30,972	41,499	40,372	53,425	62,907	77,527	92,539	108,609	127,178	140,134	150,916	164,250	166,621
Maryland ...	44,245	60,943	74,666	95,634	116,341	140,572	165,624	209,938	195,581	230,684	249,056	284,267	234,849
Massachusetts	136,809	174,274	193,497	247,183	304,631	360,732	385,231	566,150	572,315	654,338	689,593	696,107	757,720
Michigan	160,052	226,693	262,125	325,813	412,717	477,037	578,980	730,658	868,587	990,709	1,118,785	1,156,344	1,248,080
Minnesota ...	46,000	54,009	204,458	259,743	309,569	328,700	380,557	448,187	502,987	569,694	624,478	640,102	668,155
Mississippi ..	25,000	36,600	48,400	45,030	63,484	65,139	77,001	104,400	134,547	177,262	210,500	227,103	235,826
Missouri	103,587	147,528	188,040	244,363	296,919	346,437	392,969	476,373	544,635	602,900	651,350	678,564	714,437
Montana	24,440	42,696	51,037	59,325	60,646	58,785	62,649	73,828	79,695	94,656	103,946	112,756	127,442
Nebraska	100,534	148,101	175,409	192,000	223,000	238,704	256,654	286,053	308,713	338,718	367,838	373,912	375,972
Nevada	4,919	7,160	8,159	9,305	10,464	10,819	12,647	15,700	18,387	21,185	24,014	25,851	27,134
New Hamp...	17,508	22,267	24,817	31,625	34,680	42,039	48,293	59,571	71,929	81,250	89,001	96,000	102,750
New Jersey..	104,341	134,964	155,519	190,873	227,737	272,994	341,626	430,958	504,190	579,886	650,891	712,402	754,841
New Mexico.	8,228	8,457	15,000	18,077	22,109	24,703	25,473	31,737	41,750	49,101	54,341	60,000	67,643
New York ..	317,866	411,567	463,758	571,662	669,290	812,031	1,002,293	1,214,642	1,412,879	1,613,141	1,815,437	1,900,866	2,093,792
N. Carolina ..	33,904	55,950	72,313	109,017	140,860	148,684	182,550	247,612	305,756	351,767	385,763	422,544	486,000
North Dakota	40,446	62,993	71,627	82,885	90,840	92,644	99,052	109,244	117,061	144,956	157,822	160,696	173,944
Ohio	252,431	346,772	412,775	511,031	615,397	720,632	859,504	1,068,700	1,244,000	1,305,000	1,510,000	1,570,418	1,662,000
Oklahoma ...	52,718	100,199	121,500	144,500	204,300	221,300	249,659	307,000	342,982	438,000	510,000	644,450	585,346
Oregon	33,917	48,632	63,324	83,332	103,790	118,325	134,299	166,412	192,629	216,324	234,134	246,623	254,415
Pennsylvania.	230,678	325,153	394,186	482,117	570,164	689,589	829,737	1,064,624	1,228,586	1,317,053	1,463,261	1,568,617	1,642,866
Rhode Island.	21,406	37,046	36,218	44,833	50,375	54,957	66,466	85,480	90,652	102,476	109,145	119,335	126,918
S. Carolina ..	19,000	38,322	55,492	70,143	93,843	90,546	95,978	128,656	163,382	170,658	180,967	199,794	216,964
South Dakota	44,271	67,158	90,521	104,628	120,395	119,274	125,238	131,720	142,280	168,118	168,230	170,592	191,900
Tennessee ...	30,000	48,000	63,000	80,422	101,852	117,025	135,716	173,365	204,680	248,021	279,639	295,530	325,406
Texas	197,687	213,334	251,118	331,310	427,693	467,616	526,238	688,899	834,040	968,406	1,047,202	1,110,986	1,213,224
Utah	13,507	24,076	32,273	35,236	42,578	47,523	49,156	66,025	69,227	72,490	81,633	78,976	98,541
Vermont	15,671	20,369	22,655	26,807	31,625	36,965	43,881	52,776	61,179	69,576	73,871	79,510	86,231
Virginia	35,426	55,000	72,228	94,120	134,000	141,000	169,000	219,092	261,643	281,100	320,367	335,275	358,633
Washington .	60,734	91,337	117,278	148,775	173,920	185,359	220,957	261,224	294,812	332,442	367,093	389,409	408,156
W. Virginia..	20,571	31,300	38,750	50,203	78,862	93,894	112,763	162,191	190,134	217,069	221,001	241,042	251,419
Wisconsin ...	115,637	164,531	196,844	236,981	293,298	341,841	388,044	457,271	525,221	596,373	662,328	698,944	743,815
Wyoming	7,125	12,523	16,200	21,371	23,926	26,619	30,637	39,831	43,639	47,712	49,633	52,222	56,867
Totals.....	3,584,567	4,970,671	6,105,588	7,596,503	9,206,141	10,505,630	12,299,770	15,312,658	17,605,495	19,857,915	22,046,957	23,253,882	24,501,004

Total Registrations, Gains and Persons Per Motor Vehicle

State	Total Registrations	Gains Jan. 1, 1928 to Jan. 1, 1929 Numerical	Gains Jan. 1, 1928 to Jan. 1, 1929 Per Cent	Persons Per Motor Vehicle
New York	2,093,792	192,926	10.2	5.5
California	1,727,024	27,069	1.6	2.6
Ohio	1,662,000	91,582	5.8	4.1
Pennsylvania	1,642,866	74,249	4.7	6.0
Illinois	1,504,359	65,374	4.5	4.9
Michigan	1,248,080	91,736	8.0	3.7
Texas	1,213,224	102,238	9.2	4.5
Indiana	843,092	29,596	3.6	3.8
Massachusetts	757,720	61,613	8.9	5.7
New Jersey	754,841	42,439	6.0	5.1
Wisconsin	743,815	44,871	6.4	4.0
Iowa	736,666	29,837	4.2	3.3
Missouri	714,437	35,873	5.3	4.9
Minnesota	668,155	28,053	4.4	4.1
Oklahoma	585,346	59,104*	9.2*	4.1
Kansas	536,262	34,361	6.9	3.4
North Carolina	486,000	63,456	15.0	6.0
Washington	408,156	18,747	4.8	3.9
Nebraska	375,972	2,060	0.6	3.7
Virginia	358,633	23,358	7.0	7.2
Florida	358,063	33,105*	8.4*	4.0
Tennessee	325,406	29,876	10.1	7.7
Georgia	318,180	21,613	7.3	10.0
Connecticut	315,234	32,342	11.5	5.3
Kentucky	305,291	20,192	7.1	8.4
Louisiana	277,000	22,000	8.6	7.1
Alabama	255,850	12,311	5.1	10.0
Oregon	254,415	7,792	3.2	3.5
West Virginia	251,419	10,377	4.3	6.9
Colorado	245,260	12,766*	4.8*	4.5
Mississippi	235,826	8,723	3.8	7.9
Maryland	234,849	49,418*	17.4*	6.9
South Carolina	216,964	17,170	8.6	8.6
Arkansas	214,960	8,392	4.1	9.1
South Dakota	191,900	21,308	12.5	3.7
North Dakota	173,944	13,248	8.3	3.7
Maine	166,621	2,371	1.4	4.8
Dist. of Col.	150,915	24,779	19.7	3.6
Montana	127,442	14,686	13.0	4.3
Rhode Island	126,918	7,583	6.9	5.7
Idaho	108,931	5,931	5.8	5.0
New Hampshire	102,750	6,750	7.0	4.4
Utah	98,541	19,565	24.8	5.4
Arizona	91,800	17,273	23.2	5.2
Vermont	86,231	6,721	8.5	4.1
New Mexico	67,643	7,643	12.7	5.9
Wyoming	56,867	4,645	8.9	4.3
Delaware	51,210	4,503	9.6	4.8
Nevada	27,134	1,283	5.0	2.8
U. S. Total	24,501,004	1,247,122	5.4	4.9

(*Loss)

Registrations

(Continued from page 281)

1927 but in both cases this is a statistical decrease solely and has been brought about by the possibility of eliminating duplications in 1928 data which could not be removed from those of previous years.

Motor vehicle registrations are still increasing faster than population, as is shown by the fact that while the number of persons per vehicle declined from 5.1 in 1927 to 4.9 in 1928, only two states have 10 persons for vehicle while in 23 states the car-per-family ratio of 4.5 persons per car has been equaled or exceeded.

Rather astonishing gains in registrations were made in the two Mountain States of Utah and Arizona and equal gains during 1929 will place both states in the 100,000 class. The Southern States, as a group, have relinquished their former position of being the most rapidly expanding automotive markets, although North and South Carolina and Tennessee showed large proportionate gains during 1928. New York's gain of over 10 per cent was rather unusual in a state which already is so well supplied with motor vehicles, while Connecticut and the District of Columbia were also among those where sales were relatively large.

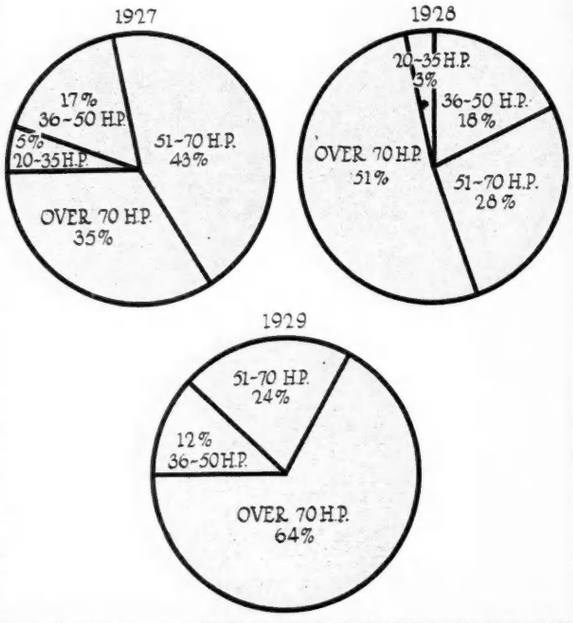
Motor Vehicle Registration Statistics

	Cars	Trucks	Buses	Total	Cycles	License Fees	Gas Tax
Alabama	222,925	32,567	358	255,850	611	$3,494,243	$6,431,304
Arizona	83,893	7,710	197	91,800	317	450,000	2,050,799
Arkansas	181,334	36,626	*	214,960	515	4,000,000	4,308,952
California	1,530,134	196,890	*	1,727,024	9,445	8,176,500	29,566,769
Colorado	224,448	19,854	958	245,260	1,234	1,790,183	4,098,507
Connecticut	266,442	48,029	763	315,234	3,574	5,729,022	3,350,000
Delaware	41,195	10,015	†	51,210	345	928,916	823,667
Dist. of Columbia.	134,864	16,051	*	150,915	1,093	168,000	1,200,000
Florida	297,882	60,181	‡	358,063	1,360	4,888,567	11,284,180
Georgia	277,881	40,299	‡	318,180	1,078	4,041,787	8,250,000
Idaho	97,274	11,657	*	108,931	400	1,657,310	2,000,000
Illinois	1,314,003	190,356	†	1,504,359	5,826	15,521,530	None
Indiana	722,654	119,419	1,019	843,092	3,124	5,692,470	11,404,340
Iowa	675,647	61,019	‡	736,666	1,726	10,692,767	9,138,708
Kansas	474,360	61,902	†	536,262	1,199	5,376,930	5,375,000
Kentucky	273,504	31,787	*	305,291	742	4,592,997	6,300,000
Louisiana	237,000	40,000	*	277,000	725	4,341,263	3,281,029
Maine	138,409	28,212	*	166,621	910	2,720,650	3,250,000
Maryland	226,090	8,038	721	234,849	2,165	3,052,608	5,725,953
Massachusetts	666,781	89,228	1,711	757,720	6,600	13,420,453	None
Michigan	1,082,713	165,367	*	1,248,080	3,400	18,150,000	14,250,000
Minnesota	578,770	89,026	359	668,155	2,083	10,134,376	5,390,000
Mississippi	204,694	31,132	*	235,826	80	353,000	4,850,000
Missouri	638,189	76,248	*	714,437	1,811	8,600,000	6,180,000
Montana	105,473	21,969	*	127,442	193	1,298,828	967,000
Nebraska	347,746	28,069	157	375,972	860	3,752,591	3,987,058
Nevada	21,585	5,549	*	27,134	92	25,000	524,481
New Hampshire	88,702	14,048	*	102,750	1,299	1,936,272	1,495,741
New Jersey	617,333	127,191	10,317	754,841	6,628	15,538,688	8,324,806
New Mexico	65,180	2,463	*	67,643	160	576,000	676,000
New York	1,705,702	333,755	54,335§	2,093,792	15,825	34,808,231	None
North Carolina	442,000	44,000	*	486,000	925	8,180,360	9,787,011
North Dakota	152,197	21,747	‡	173,944	236	1,775,145	1,810,000
Ohio	1,460,000	202,000	†	1,662,000	7,500	11.807,209	25,000,000
Oklahoma	526,563	57,783	1,000	585,346	1,000	6,268,918	4,750,000
Oregon	231,488	21,952	975	254,415	2,012	6,969,221	4,120,000
Pennsylvania	1,413,495	221,083	8,288	1,642,866	13,535	27,113,777	21,000,000
Rhode Island	106,638	19,904	376	126,918	1,166	2,204,078	1,188,500
South Carolina	194,267	22,538	159	216,964	432	2,440,539	5,496,912
South Dakota	171,415	20,393	92	191,900	231	2,901,668	3,100,000
Tennessee	295,375	27,832	2,199§	325,406	1,059	4,064,906	5,000,000
Texas	1,054,245	153,196	5,783	1,213,224	3,481	17,521,050	19,211,092
Utah	84,220	14,321	*	98,541	520	731,340	1,918,131
Vermont	78,574	7,546	111	86,231	520	2,090,516	1,077,426
Virginia	304,000	54,000	633	358,633	1,900	5,500,000	9,065,000
Washington	348,221	59,379	556	408,156	2,737	6,526,010	4,174,558
West Virginia	215,133	35,612	674	251,419	1,479	4,142,595	4,302,103
Wisconsin	646,752	96,516	547	743,815	2,866	10,774,706	7,018,902
Wyoming	49,267	7,600	*	56,867	134	572,570	815,000
Total	**21,316,657**	**3,092,059**	**92,288**	**24,501,004**	**117,165**	**$317,493,790**	**$293,318,928**

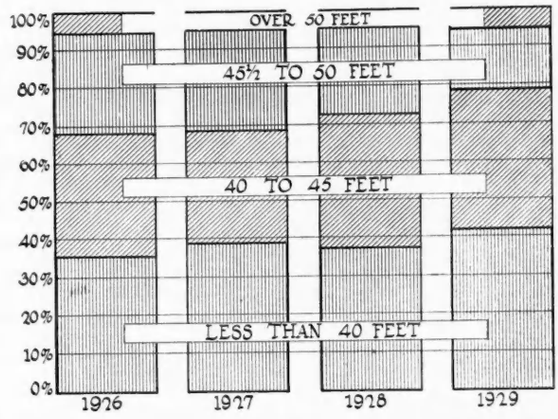
* Not segregated.
† Included with trucks.
‡ Included with passenger cars.
§ Includes taxis.

Current Trends in

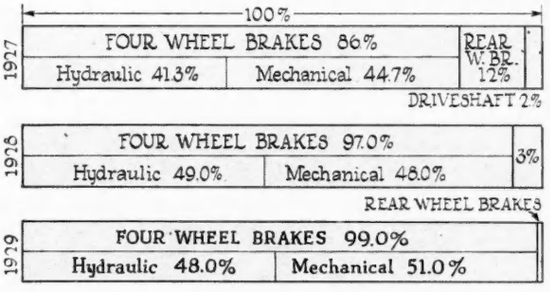
Maximum Horsepower



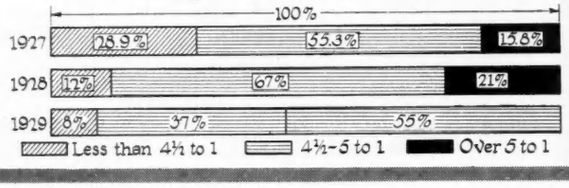
Minimum Turning Circle



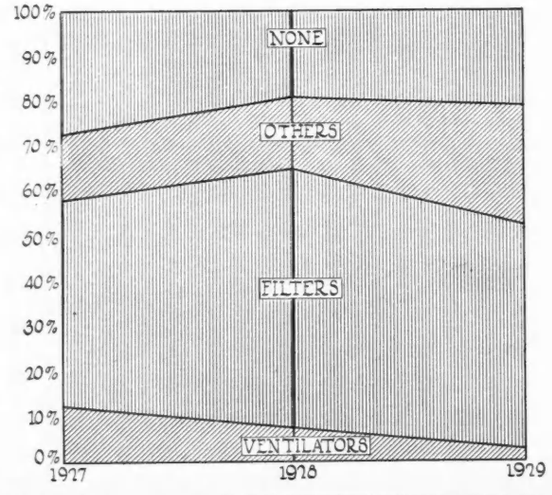
Division of 4-Wheel Brakes



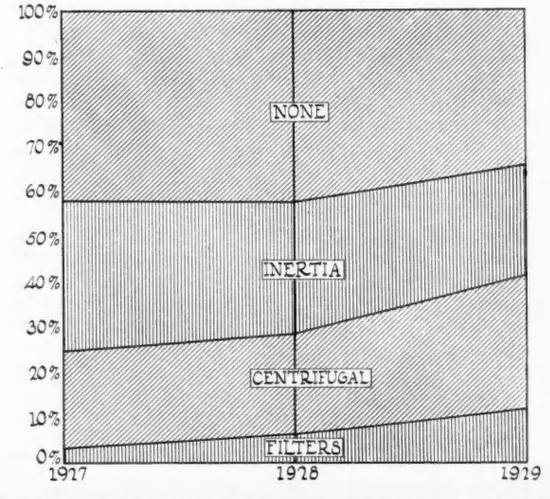
Compression Ratios



Oil Cleaners

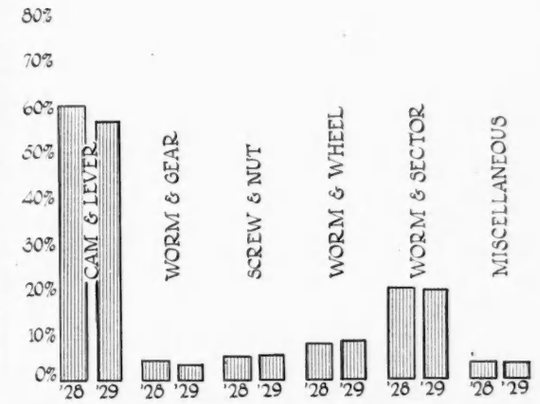


Air Cleaners

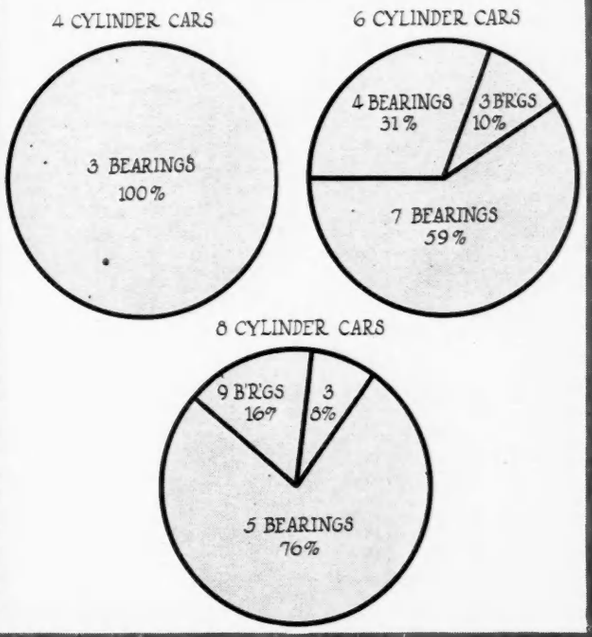


Passenger Car Design

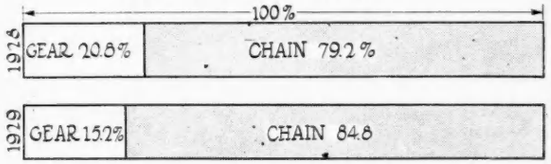
Steering Gears



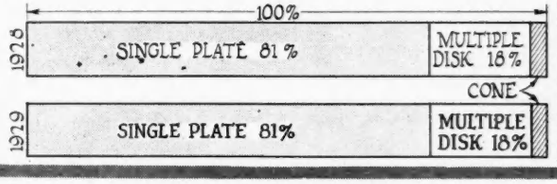
Number of Crankshaft Bearings



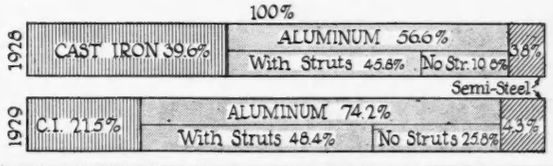
Front End Drives



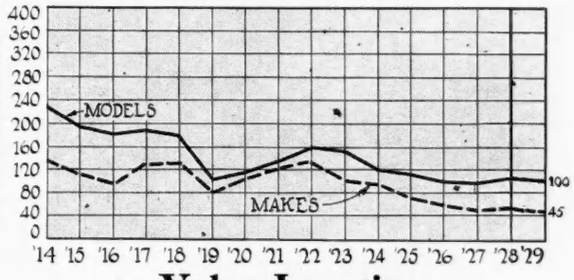
Clutch Types



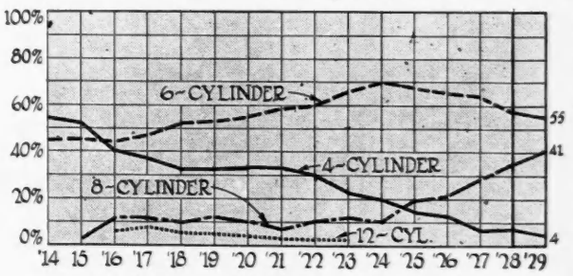
Piston Material



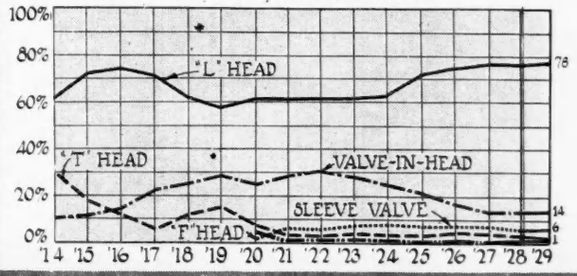
Makes and Models



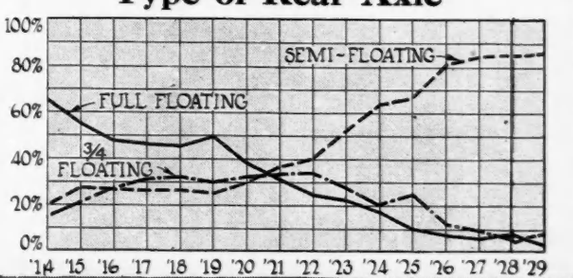
Number of Cylinders



Valve Location



Type of Rear Axle



Specifi

American Passenger

MAKE AND MODEL	GENERAL			CLUTCH						GEARSET				Universals Type and Make	REAR AXLE							
	Wheelbase (In.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Facings: Maximum Dia. (In.)	Facings: Minimum Dia. (In.)	Facings: Number	Make	Location	Number of Forward Speeds	Low Gear Ratio		Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
Auburn 6-80	120	....	30x6.00	Long 8F	SP.	1-2	8¾	6¼	2	W-G.	Eng.	3	3.07	m-Det.	Col.	½F.	SB.	4.9°	Spr.	Spr.	8½	Col.
Auburn 8-90	125	....	30x6.00	Long 9C	SP.	1	.....	.....	2	W-G.	Eng.	3	3.11	m-Det.	Col.	½F.	SB.	4.7°	Spr.	Spr.	8½	Col.
Auburn 120	129	....	18x6.50	Long 28A	SP.	1-2	.....	.....	4	W-G.	Eng.	3	3.11	m-Det.	Col.	½F.	SB.	4.5°	Spr.	Spr.	8½	Col.
Blackhawk L6	127½	....	31x6.00	B&B. 11Q	SP.	1-1	10⅞	6¾	2	Det.	Eng.	4	3.49	m-UP.	Sal.	½F.	Wo	4.75	Spr.	Spr.	8 3/16	Tim.
Blackhawk L8	127½	....	31x6.00	B&B. 11Q	SP.	1-1	10⅞	6¾	2	Det.	Eng.	4	3.49	m-UP.	Sal.	½F.	Wo	4.75	Spr.	Spr.	8 3/16	Tim.
Buick 116	115¾	....	30x5.50	Own	MD.	6-5	7¾	5¾	10	Own.	Eng.	3	3.04	m-Own.	Own.	¾F.	SB.	4.9°	TT.	TT.	8 1/16	BLC.
Buick 121 & 129	120¾–128¾	....	32x6.25	Own	MD.	6-5	7¾	5¾	10	Own.	Eng.	3	3.2	m-Own.	Own.	¾F.	SB.	4.8	TT.	TT.	8¼	BLC.
Cadillac 341B	140	3075	7.00x20	Own	dp.	1-2	9½	6½	4	Own.	Eng.	3	3.12	m-Spi.	Own.	FF.	SB.	4.8	TT.	TT.	8¾	BLC.
Chandler 65	109	1880	29x5.00	B&B. 9Q	SP.	.....	8⅞	6½	2	Own.	Eng.	3	2.78	m-Spi.	Own.	½F.	SB.	4.9	Spr.	Spr.	9	Own.
Chandler Royal 75	118	2000	29x5.50	B&B. 10R	SP.	.....	9⅞	6½	2	Own.	Eng.	3	2.78	m-Spi.	Own.	½F.	SB.	4.9	Spr.	Spr.	9	Own.
Chandler Big 6	124	2450	32x6.00	B&B. 10Q	SP.	.....	9⅞	6½	2	Own.	Eng.	3	2.44	f-Own.	Own.	¾F.	SB.	4.1	Spr.	Spr.	9½	Own.
Chandler Royal 85	124	2600	32x6.00	B&B. 10Q	SP.	.....	9⅞	6½	2	Own.	Eng.	3	2.44	f-Own.	Own.	¾F.	SB.	4.5	Spr.	Spr.	9½	Own.
Chevrolet 6	107	....	20x4.50	Own	SP.	1-1	9	6¼	1	Own.	Eng.	3	3.32	m-Own.	Own.	½F.	SB.	3.81	Spr.	TT.	8 3/16	Own.
Chrysler 65	173¼‡	....	18x5.50	.....	SP.	.....	9⅞	6¾	2	Own.	Eng.	3	3.17	m-UP.	Own.	½F.	SB.	4.3°	Spr.	Spr.	8¼	Own.
Chrysler 75	185½‡	....	18x6.00	.....	SP.	.....	10	6¾	2	Own.	Eng.	3	3.17	m-UP.	Own.	½F.	SB.	3.9°	Spr.	Spr.	8½	.....
Chrysler Imperial 80	191‡	....	30x6.75	Own	SP.	.....	11	6½	2	Own.	Eng.	3	3.02	m-UP.	Own.	½F.	SB.	4.08°	Spr.	Spr.	.....	.....
Cunningham V8	132–142	....	32x6.75	Own	SP.	2-1	13⅝	7⅜	2	Own.	Eng.	3	3.39	m-Spi.	Tim.	FF.	HB.	4.23	Spr.	TA.	9¾	Tim.
De Soto	169‡	....	19x5.00	B&B.	SP.	.....	8⅞	6½	2	Own.	Eng.	3	3.04	m-UP.	Own.	½F.	SB.	4.7	Spr.	Spr.	9¼	Own.
Dodge Brothers 6	112	2241	29x5.50	B&B.	SP.	.....	9⅞	6¾	2	Own.	Eng.	3	.....	m-Spi.	Own.	½F.	SB.	4.45	Spr.	Spr.	7⅞	Own.
Dodge Bros. Senior 6	120	2640	31x6.00	B&B.	SP.	1	9⅞	6½	2	Own.	Eng.	3	.....	m-Mec.	Own.	½F	SB.	.....	Spr.	Spr.	8 3/16	Own.
Duesenberg 8	142–153½	....	19x6.75	Long. Spec.	dp.	.....	.....	.....	.....	Own.	Eng.	3	2.48	m-.	Own.	½F.	SB.	3.5°	TT.	TT.	.....	Own.
duPont E	125°	....	32x6.20	Long.	MD.	.....	7¾	5¾	4	War.	Eng.	3	.....	m-Spi.	Col.	½F.	SB.	4.7	Spr.	Spr.	.....	.....
duPont G	141	....	32x6.50	Lon. 28AM	dp.	1-2	8¾	5¾	4	W-G.	Eng.	3	3.78°	m-Spi.	Col.	½F.	SB.	4.45	Spr.	Spr.	9	Col.
Durant 40	107	....	28x4.75	Own	SP.	1-2	9½	6½	2	Own.	SeU.	3	3.32	m-Spi.	Own.	½F.	SB.	4.4	Spr.	Spr.	.....	Own.
Durant 60	109	....	29x5.00	Own	SP.	.....	9½	6½	2	Own.	SeU.	3	3.32	m-Spi.	Own.	½F.	SB.	4.4	Spr.	Spr.	.....	Own.
Durant 66	112	....	29x5.00	B&B.	SP.	.....	9	6	2	Own.	Eng.	4	4.1	m-Spi.	Own.	½F.	SB.	4.4	Spr.	Spr.	.....	Own.
Durant 70	119	....	29x5.50	B&B.	SP.	.....	10	6¼	2	Own.	Eng.	4	4.18	m-Spi.	Own.	½F.	SB.	3.7	Spr.	Spr.	.....	Own.
Elcar 75	117	....	29x5.00	Long. 8F	SP.	2-1	8⅝	5⅝	2	War.	Eng.	3	3.07	m-Spi.	Sal.	½F.	SB.	4.9	Spr.	Spr.	.....	BLC.
Elcar 95-96	123	....	31x6.00	Long. 9C	SP.	2-1	9¾	6¼	2	War.	Eng.	3	3.11	m-Spi.	Sal.	½F.	SB.	4.4	Spr.	Spr.	.....	BLC.
Elcar 120	127–134	....	31x6.50	Long. 28A	dp.	4-2	.....	.....	4	War.	Eng.	3	3.11	m-Spl.	Sal.	½F.	SB.	4.8	Spr.	Spr.	9½	BLC.
Erskine Six 52	109	....	20x4.75	Long.	SP.	2-1	8¾	5¾	2	War.	Eng.	3	3.04	m-Spi.	Tim.	½F.	SB.	4.8	Spr.	Spr.	8⅞	Tim.
Essex Challenger	110½	....	30x5.00	Own	SP.	1-1	.....	.....	.....	Own.	Eng.	3	3.24	m-Spi.	Own.	½F.	SB.	5.6	Spr.	Spr.	9	Own.
Ford A	103½	....	30x4.50	Own	SP.	2-1	.....	.....	.....	Own.	Eng.	3	.....	m-Own.	Own.	¾F.	SB.	.....	TT.	TT.	9½	Own.
Franklin 130	120	....	31x6.00	B&L.	SP.	2-1	9⅞	6¾	2	Own.	Eng.	3	3.62	m-Spi.	Own.	½F.	SB.	4.5°	Spr.	Spr.	.....	Own.
Franklin 135-137	125–132	....	31x6.50	B&L.	SP.	.....	.....	.....	.....	War.	Eng.	3	.....	m-Spi.	Own.	½F.	SB.	4.7°	Spr.	Spr.	.....	Own.
Gardner 120	122	2340	29x5.50	B&B. 9R	SP.	2-1	8⅞	6½	2	War.	Eng.	3	3.11	m-Spi.	Col.	½F.	SB.	4.9°	Spr.	Spr.	9	NP.
Gardner 125	125	....	31x6.00	B&B. 9R	SP.	2-1	8⅞	6½	2	War.	Eng.	3	3.11	m-Spi.	Col.	½F.	SB.	4.9°	Spr.	Spr.	9	NP.
Gardner 130	130	2520	30x6.50	B&B. 641	SP.	2-1	9⅞	6¾	2	War.	Eng.	3	3.11	m-Spi.	Col.	½F.	SB.	4.5°	Spr.	Spr.	8	.....
Graham Paige 612	112	....	29x5.00	Long. 8F	SP.	1-1	8¾	5¾	2	W-G.	Eng.	3	3.06	m-UP.	Cla.	½F.	SB.	4.7	Spr.	Spr.	8½	.....
Graham Paige 615	115	....	19x5.50	Long. 9AM	SP.	1-1	9¾	5½	2	W-G.	Eng.	4	3.54	m-UP.	Sal.	½F.	SB.	3.9	Spr.	Spr.	.....	.....
Graham Paige 621	121	....	19x6.00	Long28AM	dp.	2-2	8¾	5¾	4	W-G.	Eng.	4	4.01	m-UP.	Cla.	½F.	SB.	3.6	Spr.	Spr.	8½	.....
Graham Paige 827	127	....	19x6.50	Long28AM	dp.	2-2	8¾	5¾	4	W-G.	Eng.	4	4.01	m-UP.	Cla.	½F.	SB.	3.6	Spr.	Spr.	8⅜	.....
Graham Paige 837	137	....	19x6.50	Long28AM	dp.	2-2	8¾	5¾	4	W-G.	Eng.	4	4.01	m-UP.	Cla.	½F.	SB.	3.9	Spr.	Spr.	8⅜	.....
Hudson Super Six	122½–139	....	31x6.00°	Own	SP.	1-1	.....	.....	.....	Own.	Eng.	3	3.04	m-Spi.	Own.	½F.	SB.	.....	Spr.	Spr.	8	Own.
Hupmobile A	114	....	29x5.50	B&B. G-Q.	SP.	2-1	.....	.....	.....	Det.	Eng.	3	3.11	m-Mec.	Own.	½F.	SB.	4.7°	Spr.	Spr.	9	BLC.
Hupmobile M	130	....	31x6.00	Long. 9AM	SP.	1-1	9¾	5½	2	Det.	Eng.	3	3.11	m-UP.	Own.	½F.	SB.	4.4	Spr.	Spr.	9	BLC.
Jordan E	116	....	28x5.50	Long.	SP.	.....	.....	.....	.....	W-G.	Eng.	3	3.11	m-Cle.	Col.	½F.	Wo	.....	Spr.	Spr.	8	Col.
Jordan G	125	....	30x6.00	Long.	SP.	1-2	9⅞	6¾	2	W-G.	Eng.	3	3.12	m-Cle.	Tim.	½F.	SB.	4.45	Spr.	Spr.	8	Tim.
Kissel 6-73	117	....	30x6.00	B&B. QL10	SP.	2-1	9⅞	6¾	2	War.	Eng.	3	3.11	m-Mec.	Col.	½F.	SB.	4.6	Spr.	Spr.	8½	Col.
Kissel 8-95	125	....	30x6.00	B&B. QL10	SP.	2-1	9⅞	6¾	2	War.	Eng.	3	3.11	m-Mec.	Col.	½F.	SB.	4.8	Spr.	Spr.	8½	Col.
Kissel 8-126	132–139	....	30x6.75	B&B. QL11	SP.	2-1	10⅞	6¾	2	War.	Eng.	3	3.12	m-Mec.	Tim.	½F.	SB.	4.89	Spr.	Spr.	8¾	Tim.
LaSalle 328	134	2762	19x6.50	Own	dp.	2-1	9½	6½	4	Own.	Eng.	3	3.12	m-Spi.	Own.	¾F.	SB.	4.91	TT.	TT.	7 15/16	BLC.
Lincoln 8	136	4100	32x6.75	Own	MD.	7-6	7¾	5¾	12	Own.	Eng.	3	3.24	m-Spi.	Tim.	FF.	SB.	4.58	TT.	TT.	7½	Own.
Locomobile 8-80	130	....	32x6.00	B&B.	SP.	2-1	10⅞	6¾	2	W-G.	Eng.	3	3.11	m-Spi.	Sal.	½F.	SB.	4.81	Spr.	Spr.	.....	Sal.
Locomobile 90	138	....	33x6.75	Own	SP.	.....	13½	9¼	12	Own.	SeU.	3	3.3	m-Spi.	Eat.	½F.	SB.	4.5°	Spr.	TA.	9	Eat.
Locomobile 88	130	....	30x6.50	B&B11 QL	SP.	2-1	10⅞	6¾	2	War.	Eng.	3	3.11	m-Spi.	Sal.	½F.	SB.	.....	Spr.	Spr.	9	Sal.
Locomobile 48	142	....	33x6.75	Own	SP.	.....	13½	9¼	24	Own.	SeU.	4	4.0	m-Spi.	Own.	FF.	SB.	3.5	RR.	TA.	9	Own.
Marmon 68	114	....	29x5.50	Roc. 10LL	SP.	1-1	9⅞	6⅞	2	W-G.	Eng.	3	3.07	m-Spi.	Sal.	½F.	SB.	4.9°	Spr.	Spr.	8½	Fair.
Marmon 78	120	....	29x6.00	Roc. 10LL	SP.	1-1	9⅞	6⅞	2	War.	Eng.	3	3.0	m-Spi.	Sal.	½F.	Hyp.	4.9	Spr.	Spr.	8¾	Fair.
Moon 6-72	120	....	29x5.50	B,B10QLD	SP.	....	9⅞	6¾	2	War.	Eng.	3	3.07	m-Spl.	Col.	½F.	SB.	4.9	Spr.	Spr.	.....	Col.
Nash Std. 6	108	....	30x5.00	B&B.	SP.	1-1	8⅞	6⅛	2	Own.	Eng.	3	3.06	f-Own.	Own.	½F.	SB.	4.7	Spr.	Spr.	8 11/16	NP.
Nash Spec. 6	112½	....	30x5.25	B&B. 10-N	SP.	1-1	9⅞	6¾	2	Own.	Eng.	3	3.16	mf-Own.	Own.	½F.	SB.	4.8	Spr.	Spr.	8¼	Own.
Nash Adv. 6	121°	....	32x6.00	B&B. 11-N	SP.	1-1	10⅞	6¾	2	Own.	Eng.	3	3.16	mf-Own.	Own.	½F.	SB.	4.5	Spr.	Spr.	9	Own.

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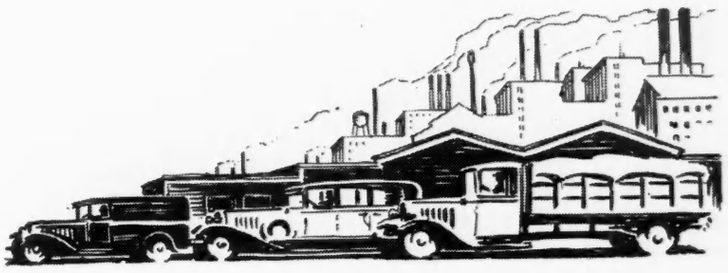


Car Chassis

BRAKES					FRONT AXLE				STEERING GEAR				SPRINGS				SHACKLES		FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		
Foot			Hand										Front		Rear												
Type and Location	Braking Area (Sq. In.)	Application	Type and Location	Braking Area (Sq. In.)	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz.(°)	Axle End Type	Make	Type	Ratio (to one) **	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Make	Type	Material	Make	Make	Type	Diameter and Width (In.)	Make	Type	Make	MAKE AND MODEL
IF..	148	DH..	ET..	49	Col..	I.	7	2	RE	Ross.	C&L.	15	40	½E.	38 5/16–2	½E.	56½–2½	.....	M.	St..	Smi.	Bijur..	CR.	18x2 11/16	Fire..	A..	Bim..	**Auburn.....6-80**
IF..	.....	DH..	ET..	49	Col..	I.	7	2	RE	Ross.	C&L.	15	40	½E.	38 5/16–2	½E.	56¾–2½	.....	M.	St..	Smi.	Bijur..	CR.	18x2 11/16	Fire..	A..	Bim..	**Auburn.....8-90**
IF..	234	DH..	ET..	49	Col..	I.	7	2	RE	Ross.	C&L.	18	40	½E.	38⅜–2	½E.	56½–2½	.....	M.	St..	Smi.	Bijur..	CR.	18x2.7	Fire..	A..	Bim..	**Auburn.....120**
IF..	255½	DH..	ET..	45	Sal..	I.	.....	.....	RE	Gem.	W&R.	18	.....	½E.	38–2¼	½E.	60–2¼	STS..	M.	St..	Mur	Bijur..	CR.	19x3¼	Cle..	A..	Mot..	**Blackhawk.....L6**
IF..	255½	DH..	ET..	45	Sal..	I.	.....	.....	RE	Gem.	W&R.	18	.....	½E.	38–2¼	½E.	60–2¼	STS..	M.	St..	Mur	Bijur..	CR.	19x3¼	Cle..	A..	Mot..	**Blackhawk.....L8**
EF..	270	DM..	IR..	98	Own.	I.	7.5	2.5	RE	Jac..	S&N.	15.12	38	½E.	36½–2	C..	48–2½	.....	M.	St..	Smi.	Zerk..	PG.	20x2.68	Jax..	A..	Jax..	**Buick.....116**
EF..	350	DM..	IR..	132½	Own.	I.	7.5	2.5	RE	Jac..	S&N.	17.2	42-44	½E.	36¾–2	C..	48–2½	.....	M.	St..	Smi.	Zerk..	PG.	20x3.12	Jax..	A..	Jax..	**Buick....121 & 129**
IF..	218	DM..	IR..	48	Own.	I.	5	2.5	RE	Jac..	W&S.	14.95	50	½E.	42–2¼	½E.	60–2½	.....	M.	St..	Smi.	Al....	PG.	20x6	Jax..	A..	Jax..	**Cadillac.....341B**
EF..	248	DM..	ET..	39	Own.	I.	.....	2.5	RE	Ross.	C&L.	16	35	½E.	34–2	½E.	51–2	Try..	M.	St..	Own	Zerk..	PG.	19x4	Cle..	A..	Mot..	**Chandler.....65**
EF..	248	MVS	ET..	39	Own.	I.	4	2	RE	Ross.	C&L.	16	36½	½E.	37–2	½E.	53¾–2	.....	M.	St..	Own	Bow..	CR.	19x4	Cle..	A..	Mot..	**Chandler...Royal 75**
EF..	215	MVS	ET..	39	Own.	I.	5	2	RE	Ross.	C&L.	16	39	½E.	40¾–2	½E.	59½–2½	.....	M.	St..	Own	Bow..	CR.	20x4½	Cle..	A..	Mot..	**Chandler.....Big 6**
EF..	215	MVS	ET..	39	Own.	I.	3.3	2.3	RE	Ross.	C&L.	16	39	½E.	43¾–2	½E'	59½–2½	.....	M.	St..	Own	Bow..	CR.	20x4½	Cle..	A..	Mot..	**Chandler...Royal 85**
BF..	173	DM..	IR..	70	Own.	I.	7.2	1.5	RE	Own.	W&G.	9.5	39½	½E.	36–1¾	½E.	54–1¾	.....	M.	St..	Smi.	Al....	PG.	20x2¾	Jax..	D..	Own.	**Chevrolet.....6**
IF..	202⅞	DH..	ET..	49¼	Own.	I.	7	2	RE	Gem.	W&S..	14	.....	½E.	38 1/16–2	½E.	55⅜–2	Gdr..	R..	St..	.....	Zerk..	PG.	18x4	Fire..	A..	.....	**Chrysler.....65**
IF..	202⅞	DH..	ET..	49¼	Own.	T.	7	2	RE	Gem.	W&S..	.....	.....	½E.	40½–2	½E.	57¾–2	Gdr..	R..	St..	.....	Zerk..	PG.	.....	.....	A..	.....	**Chrysler.....75**
IF..	.....	DH..	ET..	49¼	Own	T.	6	2	RE	Ross.	C&L.	.....	.....	½E.	41 11/16–2¼	½E.	58 1/16–2¼	Gdr..	R..	St..	.....	Zerk..	PG.	27x4½	.....	A..	.....	**Chrysler..Imperial 80**
IF..	.....	DM..	IF..	46	Tim..	I.	.....	.....	RE	Ross.	C&L.	17	48½	½E.	40–2½	½E.	62x2½	Own.	M.	St..	Par.	Al....	PG.	20x5	Fire..	Opt.	Opt..	**Cunningham.....V8**
IF..	.....	DH..	ET..	.....	Own.	I.	7	2	RE	Gem.	W&S.	.....	.....	½E.	35½–1¾	½E.	53½–1¾	Try..	M.	St..	.....	Zerk..	PG.	19x2¾	.....	W°	.....	**De Soto.....**
IF..	144¾	DH..	ET..	43 11/16	Own.	I.	5.5	2.5	RE	Gem.	W&S..	13	39	½E.	37½–1¾	½E.	54–2	Own.	M.	St..	Mid	Zerk..	PG.	19x4	Kel..	A°.	Kel..	**Dodge Brothers....6**
IF..	176¾	DH..	ET..	43 11/16	Own.	I.	5.5	2.5	RE	Gem.	W&S..	16	45	½E.	37½–2	½E.	55½–2	Own.	M.	St..	Mid	Zerk..	PG.	19x4½	Kel..	A°.	Kel..	**Dodge Bros. Senior 6**
IF..	.....	DH..	ET..	.....	Own.	I.	.....	.....	RE	Ross.	C&L.	18	.....	½E.	41–2½	½E.	62–2½	.....	M.	St..	.....	.....	CR.	.....	.....	W.	.....	**Duesenberg.....8**
EF..	.....	DH..	ET..	.....	Col..	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	40–2	½E.	60–2½	Bel..	F..	St..	Mid	Zerk..	PG.	.....	.....	A..	.....	**duPont.....E**
IF..	365	DH..	ET..	47	Col..	I.	7	9	RE	Ross.	C&L.	18	.....	½E.	40–2	½E.	60–2½	Bel..	F..	carS	Mid	Zerk..	PG.	20x4½°	Fire°	A°.	STM	**duPont.....G**
IF..	207	DM..	IF..	207	Own.	I.	.....	.....	RE	Own.	W&W.	11	36	½E.	35 7/16–1¾	½E.	53½–1¾	Try..	M.	St..	Own	Al....	PG.	19x4	Bim..	A°.	Bim°	**Durant.....40**
IF..	207	DM..	IF..	207	Own.	I.	6	2	RE	Own.	W&W.	11	.....	½E.	37 7/16–1¾	½E.	53½–1¾	Try..	M.	St..	Own	Al....	PG.	19x3½	.....	A..	.....	**Durant.....60**
IF..	147	DM..	IF..	147	Own.	I.	6	2	RE	Own.	W&W.	13	.....	½E.	35⅞–1¾	½E.	54–1¾	Try..	M.	St..	Own	Al....	PG.	19x3½	Hay°	A..	Hay°	**Durant.....66**
IF..	225⅞	DM..	IF..	225⅞	Own.	I.	6	2	RE	Own.	W&W.	13	.....	½E.	35⅞–1¾	½E.	53½–1¾	Try..	M.	St..	Own	Al....	PG.	19x4	Hay°	A..	Hay..	**Durant.....70**
IF..	168	DH..	ET..	36½	Sal..	I.	7	1½	RE	Ross.	C&L.	Var..	39	½E.	34½–2	½E.	53½–2	Bel..	F..	St..	Mid	Al....	PG.	19x4	Fire..	A..	.....	**Elcar.....75**
IF..	320	DH..	ET..	49¼	Sal..	I.	.....	.....	RE	Ross.	C&L.	Var..	39	½E.	38–2	½E.	56–2¼	Bel..	F..	St..	Mid	Al....	PG.	19x4	Fire..	A..	.....	**Elcar.....95-96**
IF..	.....	DH..	ET..	49¼	Sal..	I.	.....	.....	RE	Ross.	C&L.	Var..	46	½E.	–2	½E.	–2½	Bel..	F..	St..	Mid	.....	OG.	20x4	Hay..	A..	Hay..	**Elcar.....120**
IF..	178	DM..	IF..	178	Tim..	I.	.....	.....	El.	Gem.	W&S..	13	36	½E.	32–1¾	½E.	52–1¾	Own.	M.	St..	Mid	Zerk..	PG..	20x3½	Kel..	A..	Kel..	**Erskine Six.....52**
IF..	109½	DM..	IF..	109½	Own.	I.	.....	.....	RE	Gem.	W&S.	15	.....	½E.	56–2	½E.	54⅞–2	Own.	M.	St..	Own	Al....	PG.	20x4	Jax..	A..	Mot..	**Essex Challenger....**
IF..	225½	DM..	IR..	.....	Own.	I.	.....	.....	E..	Own.	W&S..	11¼	34	T½E	31½–1½	T½E	–2½	.....	M.	St..	Own	Zerk..	PG.	.....	Own.	W..	Own.	**Ford.....A**
IF..	.....	DH..	ET..	.....	Own.	T.	7	2	RE	Ross.	C&L.	15.6	39	FE..	36–1¾	FE..	38–1¾	.....	M.	St..	Own	Zerk..	PG.	20x4	Mot..	A..	Mot..	**Franklin.....130**
IF..	.....	DH..	ET..	.....	Own.	T.	.....	.....	RE	Own.	W&S.	16.9	.....	FE..	36–1¾	FE.	38–1¾	.....	M.	St..	Own	Zerk..	PG.	.....	.....	A..	.....	**Franklin.....135-137**
IF..	.....	DH..	ET..	.....	Col..	I.	7	2	RE	Ross.	C&L.	15½–12	40	½E.	36–2	½E.	54–2¼	.....	M.	St..	Mid	Al....	PG.	19x2½	Cle..	A..	Mot..	**Gardner.....120**
IF..	.....	DH..	ET..	.....	Col..	I.	7	2	RE	Ross.	C&L.	.....	40	½E.	36–2	½E'	54–2¼	.....	M.	St..	Mid	Am....	CR.	19x2½	Mot..	A..	Cle..	**Gardner.....125**
IF..	.....	DH..	ET..	.....	Col..	I.	7	2	RE	Ross.	C&L.	17–14½	43	½E.	38–2	½E.	57–2¼	.....	M.	St..	Mid	Am....	CR.	18x2¾	Fire..	A..	Bim..	**Gardner.....130**
IF..	153½	DH..	ET..	.....	Cla..	I.	.....	.....	RE	Ross.	C&L.	15	.....	½E.	36–2	½E.	54–2	Try..	M.	St..	Own	Zerk..	PG.	19x4	Cle..	A..	Mot..	**Graham Paige...612**
IF..	187	DH..	ET..	.....	Sal..	I.	.....	.....	RE	Ross.	C&L.	15	.....	½E.	36–2	½E.	58–2	Try..	M.	St..	.....	Zerk..	PG.	19x4	Cle..	A..	Mot..	**Graham Paige...615**
IF..	185⅔	DH..	ET..	4.9	Cla..	I.	.....	.....	RE	Ross.	C&L.	16	.....	½E.	38–2	½E'	58–2¼	Own.	M.	St..	.....	Bijur..	CR.	19x4½	Cle..	A..	Mot..	**Graham Paige...621**
IF..	185⅔	DH..	ET..	4.9	Cla..	I.	.....	.....	RE	Ross.	C&L.	16	.....	½E.	38–2	½E.	58–2¼	Own.	M.	St..	.....	Bijur..	CR.	19x4½	Cle..	A..	Mot..	**Graham Paige...827**
IF..	185½	DH..	ET..	.....	Cla..	I.	.....	.....	RE	Ross.	C&L.	16	.....	½E.	38–2	½E.	58–2¼	Own.	M.	St..	.....	Bijur..	CR.	19x4½	Mot..	A..	Mot..	**Graham Paige...837**
IF..	242	DH..	IF..	242	Own.	I.	6.5	2.5	RE	Gem.	W&S..	20	40	½E.	39–2¼	½E.	57 11/16–2½	Own.	M.	St..	Own	Al....	PG.	19x4½	Fire..	A..	Mot..	**Hudson...Super Six**
IF..	289	DM..	IF..	289	Own.	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	37–2	½E.	54–2	.....	M.	St..	Smi.	Al....	PG.	19x2	Hay..	A..	Kel..	**Hupmobile.....A**
IF..	289	DM..	IF..	289	Own.	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	37–2	½E.	57¼–2	.....	M.	St..	Smi.	Al....	PG.	19x4½	Hay..	A..	Kel..	**Hupmobile.....M**
IF..	.....	DH..	ET..	.....	.....	I.	7	2	RE	Gem.	W&S.	.....	39½	½E.	37–2	½E.	52–2	.....	R..	St..	Mid	Al....	PG.	.....	.....	A..	Mot..	**Jordan.....E**
IF..	300	DH..	ET..	63	Tim..	I.	7.5	1	RE	Mar..	W&S.	18	43	½E.	37–2	½E.	55¾–2	.....	R..	St..	Mid	Al....	PG.	.....	.....	A..	Mot..	**Jordan.....G**
IF..	154	DH..	ET..	38	Col..	I.	7	2	RE	Ross.	C&L.	Var..	41	½E.	38–2	½E.	57–2	.....	R..	St..	Smi.	Al....	PG.	18, 4½	Fire..	A..	Mut.	**Kissel.....6-73**
IF..	182	DH..	ET..	38	Col..	I.	7	2	RE	Ross.	C&L.	Var..	48	½E.	38–2	½E.	57–2	.....	R..	St..	Smi.	Al....	PG.	18x4½	Fire..	A..	Mut.	**Kissel.....8-95**
IF..	238	DH..	ET..	38	Tim..	I.	6	2	RE	Ross.	C&L.	Var..	.....	½E.	40–2¼	½E.	60–2¼	.....	R..	St..	Smi.	Al....	PG.	18x5	Day..	B..	Day..	**Kissel.....8-126**
IF..	175	DM..	IR..	74	Own.	I.	7.5	2.5	RE	Jac..	W&S.	14	40	½E.	39–2	½E.	58–2½	.....	M.	St..	Mid	Al....	PG.	19x5	Jax..	A..	Jax..	**LaSalle.....328**
IF..	272¼	DM..	ER..	136	Tim..	I.	.....	2	El.	Own.	W&S.	.....	.....	½E.	39–2¼	½E.	60–2½	.....	M.	St..	Own	Al....	PG.	20x3¾	Own.	A..	.....	**Lincoln.....8**
IF..	308	DM..	IR..	154	Sal..	I.	7	1.5	RE	Ross.	C&L.	14½–17	45	½E.	37 1/16–2	½E.	58–2¼	RSI..	R..	St..	Mid	Zerk..	PG.	20x3½	Hay..	A..	Hay..	**Locomobile.....8-80**
IF..	360	DM..	IR..	180	Eat..	I.	7	2	RE	Ross.	C&L.	14½–17	48	½E.	40–2¼	½E.	60–2½	.....	M.	St..	Mid	Zerk..	PG.	21x3¾	Fire..	A..	Hay..	**Locomobile.....90**
IF..	308	DM..	IR..	154	Sal..	I.	7	.....	RE	Ross.	C&L.	16–19	45	½E'	39 1/16–2½	½E.	58–2¼	RSI.	R..	St..	P&B	Zerk..	PG.	18x4½	Fire..	A..	Bim..	**Locomobile.....88**
BF..	421¾	DM..	IR..	147½	Own.	I.	7.5	1.5	RE	Ross.	C&L.	14–22	57	½E.	40–2	¾E.	50–2¼	.....	M.	St..	Mid	Zerk..	PG.	21x3¾	Fire..	A..	PJon.	**Locomobile.....48**
IF..	224	DM..	IF..	224	Sal..	I.	7	2	RE	Ross.	C&L.	14	38	½E.	38 1/16–1¾	½E.	56⅜–1¾	RSI.	R..	St..	Mur	Zerk..	PG.	19x4	Hay..	A°.	Hay..	**Marmon.....68**
IF..	224	DM..	IF..	224	Sal..	I.	7	2	RE	Ross.	C&L.	14	40	½E.	38 1/16–2	½E.	56⅜–2	RSI.	R..	St..	Mur	Zerk..	PG.	19x4	Hay..	A°.	Hay..	**Marmon.....78**
EF..	200	DH..	ET..	37¼	Col..	I.	7	2	RE	Ross.	C&L.	15	.....	½E.	36–2	½E.	54–2¼	.....	M.	St..	Mid	Al....	PG.	27x4	Fire..	A..	Mut.	**Moon.....6-72**
BF..	184	DM..	ER..	116⅜	Own.	I.	6	2	RE	Ross.	C&L.	13	38	½E.	36–2	½E.	50⅞–2	.....	M.	St..	Smi.	Al....	PG.	20x4	Mot..	Opt.	Mot°	**Nash.....Std. 6**
BF..	267½	DM..	ET..	34	Own.	I.	6	1.5	RE	Gem°	W&S.	16	39	½E.	38–2	½E.	54–2	.....	M.	St..	Smi.	Al....	PG.	19x4¼	Mot..	Opt.	Mot°	**Nash.....Spec. 6**
BF..	348	DM..	ET..	34	Own.	I.	6	1.5	RE	Gem.	W&W.	18	44	½E.	39½–2	½E.	56½–2½	.....	M.	St..	Smi.	Bijur..	CR.	20x5	Mot..	Opt.	Mot°	**Nash.....Adv. 6**

American Passenger Car

MAKE AND MODEL	GENERAL			:CLUTCH						GEARSET				Universals Type and Make	: REAR AXLE							
	Wheelbase (In.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Facings: Maximum Dia. (In.)	Facings: Minimum Dia. (In.)	Facings: Number	Make	Location	Number of Forward Speeds	Low Gear Ratio		Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
Oakland.....AA6	117	....	29x5.50	Own.....	SP...	....	8 7/8	5 1/2	2	Mun..	Eng...	3	....	m-Mec..	Own..	1/2F..	SB...	4.45°	Spr...	Spr...	8 5/8	Own...
Oldsmobile.....F-29	113 1/2	....	28x5.25	B,B97-1085	SP...	2-1	6 7/8	6 1/8	2	Mun..	Eng...	3	3.1	mf-UP°..	Own..	1/2F..	SB...	4.4	Spr...	Spr...	8	BLC...
Overland Whip..96A	103 1/4	1600	28x4.75	B&B...8Q	SP...	2-1	7 7/8	5 1/8	2	Own..	Eng...	3	3.2	m-Mec..	Own..	1/2F..	SB...	4.56	Spr...	Spr...	8 11/16	NP....
Overland Whip..98A	112 1/2	1826	29x5.00	Roc..9-LL	SP...	2-1	.....	.....	2	Own..	Eng...	3	3.2	m-Mec..	Own..	1/2F..	SB...	4.56	Spr...	Spr...	.....	.....
Packard....626, 633	126–133	....	32x6.00°	Long.....	SP...	2-1	11	6 1/2	....	Own..	Eng...	3	.....	m-.....	Own..	1/2F..	Hyp...	.....	Spr...	Spr...	8 7/32	.....
Packard.....640	140	....	32x7.00	Long.....	SP...	3-2	9 3/4	6 1/4	....	Own..	Eng...	3	.....	m-Mec..	Own..	1/2F..	Hyp...	.....	Spr...	Spr...	9 9/32	.....
Peerless.....6-61	116	....	29x5.25	B&B.10QL	SP...	1	9 7/8	6 3/4	2	Det..	Eng...	3	3.11	m-Spi...	Col...	1/2F..	SB...	4.88	Spr...	Spr...	8 3/4	Col....
Peerless.....6-81	116	....	29x5.50	B&B.10QL	SP...	2-1	9 7/8	6 3/4	2	Det..	Eng...	3	3.11	m-Spi...	Col...	1/2F..	SB...	.....	Spr...	TA.....	.....	Col....
Peerless.....6-91	120	....	31x6.00	B&B.11QL	SP...	2-1	10 7/8	6 3/4	2	Det..	Eng...	3	3.11	m-Spi...	Col...	1/2F..	SB...	4.25	Spr...	TA.....	.....	Col....
Peerless.....St. 8	130–138	....	33x6.20	B&B.11QL	SP...	2-1	10 7/8	6 3/4	2	Own..	Eng...	3	3.33	m-Spi...	Col...	1/2F..	SB...	4.45°	Spr...	TA.....	.....	Col....
Pierce-Arrow....133	133	....	19x6.50	Long29AM	dp...	3-2	8 1/8	5 3/4	2	B-L..	Eng...	3	2.97	m-Spi...	Own..	1/2F..	Hyp...	.....	Spr...	Ta.....	8 1/2	Own....
Pierce-Arrow....143	143	....	18x7.00	Long29AM	dp...	3-2	8 1/8	5 3/4	2	B-L..	Eng...	3	2.97	m-Spi...	Own..	1/2F..	Hyp...	.....	Spr...	Ta.....	8 1/2	Own....
Plymouth.....	169‡	....	20x4.75	.....	SP...	....	8 1/8	5 3/4	2	Own..	Eng...	3	3.04	f-.....	.....	1/2F..	SB...	4.3	Spr...	Spr...	.....	Own....
•Pontiac.....Six	110	....	29x5.00	Own.....	SP...	....	8 7/8	5 1/2	2	Own..	Eng...	3	.....	m-Mec..	Own..	1/2F..	SB...	4.18	Spr...	Spr...	.....	Own....
Reo.....The Mate	115	....	30x6.00	B,B10QLD	SP...	2-1	9 7/8	6 3/4	2	War..	Eng...	3	.....	m-Spi...	Sal...	1/2F..	SB...	4.45	Spr...	Spr...	.....	Sal....
Reo.....The Master	121	2710	30x6.20	Long.....	SP...	2-1	9 3/4	6 1/4	2	Own..	Eng...	3	.....	m-Det...	Own..	1/2F..	SB...	4.42	Spr...	Spr...	.....	Own....
Roamer.....8-78	120	....	32x6.00	B&B.....	SP...	2-1	8 7/8	6 1/8	2	War..	Eng...	3	.....	m-Mec..	Sal...	1/2F..	SB...	4.45	Spr...	Spr...	.....	Sal....
Roamer.....8-80	126	....	32x6.00	B&B.....	SP...	2-1	9 3/4	6 3/4	2	War..	Eng...	3	.....	m-Mec..	Sal...	1/2F..	SB...	4.45	Spr...	Spr...	.....	Sal....
Roamer.....8-88	136	....	32x6.20	B&B.....	SP...	2-1	10	6 3/4	2	War..	Eng...	3	.....	m-Mec..	Sal...	1/2F..	SB...	4.64	Spr...	Spr...	.....	Sal....
Rolls-Royce...Si.Gh	143 1/2	....	33x6.75	Own.....	C....	....	.....	.....	....	Own..	SeU..	3	.....	m-Own..	Own..	FF...	SB...	3.71	TT...	TT...	8 1/2	Own....
Rolls-Royce...N. Ph	146 1/2	....	20x7.00	Own.....	SP...	2-1	.....	.....	....	Own..	SeU..	3	.....	m-Mec..	Own..	FF...	SB...	3.71	TT...	TT...	7	Own....
St'rns-Kni.M&N6-80	126–134	....	32x6.00°	B&B.....	SP...	2-1	10 7/8	6 3/4	2	Own..	Eng...	3	2.81	m-Mec..	Own..	3/4F..	SB...	.....	Spr...	Spr...	8 3/4	NP....
St'rns-Kni.H&J 8-90	137–145	....	32x6.75	Long29AM	dp...	2-2	9 3/4	6 1/4	4	Own..	Eng...	3	3.01	m-Mec..	Tim...	1/2F..	Wo...	.....	Spr...	Spr...	7 3/4	Tim....
Studebaker.....Dic.	113	....	20x5.50	Long.....	SP...	2-1	9 3/4	5 1/2	2	Own..	Eng...	3	2.97	m-Spi...	Own..	1/2F..	SB...	4.3	Spr...	Spr...	8 5/8	Own....
Studebaker...Com. 6	119 1/2	....	19x5.50	Long. ABI	SP...	2-1	9 3/4	6 1/2	2	W-G..	Eng...	3	3.04	m-Spi...	Own..	1/2F..	SB...	3.91	Spr...	Spr...	8 5/8	Own....
Studebaker...Com. 8	119 1/2	....	19x5.50	Long. ABI	SP...	2-2	9 3/4	6 1/4	2	W-G..	Eng...	3	3.04	m-Spi...	Own..	1/2F..	SB...	4.36°	Spr...	Spr...	8 5/8	Own....
Studebaker...Pres. 8	125	....	20x6.00	Long28AM	dp...	3-2	8 3/4	5 3/4	4	Own..	Eng...	3	2.97	m-Spi...	Own..	1/2F..	SB...	4.08	Spr...	Spr...	8 1/4	Own....
Studebaker...Pres. 8	135	....	19x6.50	Long28AM	dp...	3-2	8 3/4	5 3/4	4	Own..	Eng...	3	2.97	m-Spi...	Own..	1/2F..	SB...	4.31°	Spr...	Spr...	8 1/4	Own....
Stutz.....Series M	134 1/2–145	....	32x6.50	B&B...11Q	SP...	1-1	10 7/8	6 3/4	2	Det..	Eng...	4	3.49	m-Mec..	Tim...	1/2F..	Wo...	4.5	Spr...	Spr...	8 1/2	Tim....
Willys-Knight....70B	112 1/2	2200	29x5.50	Roc..9LL	SP...	2-1	.....	.....	....	Own..	Eng...	3	3.15	m-Mec..	Own..	1/2F..	SB...	4.89	Spr...	Spr...	8 1/2	.....
Willys-Knight....66B	120	....	32x6.00	B&B.....	SP...	2-1	10 7/8	6 3/4	2	Own..	Eng...	3	.....	m-Mec..	Own..	1/2F..	SB...	4.4	Spr...	Spr...	.....	.....
Windsor Wh. Pr. 8-82	125 1/2	....	31x6.00	B-W.....	SP...	....	.....	.....	....	W-G..	Eng...	3	.....	m-Cle...	Col...	1/2F..	SB...	4.8°	Spr...	Spr...	.....	.....
Windsor Wh. Pr. 8-92	125 1/2	....	31x6.50	B-W.....	SP...	....	.....	.....	....	W-G..	Eng...	4	.....	m-Cle...	Col...	1/2F..	SB...	.....	Spr...	Spr...	.....	.....

ABBREVIATIONS:

°—Others also
‡—Overall Length
A—Artillery (Wheels)
Al—Alemite
AmW—American Wire Wheel
B—Ball Bearing
B&B—Borg & Beck
BF—Internal and External Four Wheels
Bim—Bimel
B-L—Brown-Lipe
BLC—Brown-Lipe Chapin
Bow—Bowen
Bel—Belflex
B-W—Borg-Warner
C&L—Cam and Lever
C—Cantilever
C—Cone
CarS—Carbon Stee
Cle—Cleveland
Cla—Clark
Col—Columbia
CR—Central Reservoir
CS—Carbon Steel
DH—Direct Hydraulic
DM—Direct Mechanical
Day—Dayton
Det—Detroit
Dis—Disteel
dp—Double plate
Eat—Eaton
El—Elliot
Eng—Unit with Engine
EF—External Four Wheels
ER—External Rear Wheels
ET—External Transmission
½E—Semi-Elliptic
¾E—¾Elliptic
F—Fabric (Shackles)
f—Fabric (Universals)
Faf—Fafnir (Ball Bearing)
Fair—Fairmount Machine Co.
FE—Full Elliptic
½F—½Floating
¾F—¾Floating
FF—Full Floating
Fire—Firestone
Gem—Gemmer
Gdr—Goodrich
Hay—Kelsey-Hayes
Hyp—Hypoid
HyPS—Hydraulic Pressed Steel
I—"I" Section

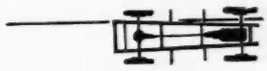
American

MAKE AND MODEL	GENERAL				ENGINE																		
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Valves: Arrangement	Valves: Head Material	Valves: Drive	Piston Material	Oiling System: Pressure to	Oiling System: Pump Type	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electric System: Ignition: Make	Electric System: Ignition: Current Source	Electric System: Generator and Starter Make	Electric System: Voltage
Checker.....K	2500	127	18x7.00	4900	Buda CS-6	6-3 3/8x4 1/2	.....	.....	.....	3	Det..	6	L...	Sil...	Heli...	CI..	abcde...	Gear..	Pump..	Zenith...	Vac...	A-L....	B...	A-L....	.....
Ford.....A	800	103 1/2	30x4.50	.....	Ford...A	4-3 1/2x4 1/4	24.03	200.5	4.22	3	Det..	4	T...	Sil...	Heli...	AL..	Spl.....	Gear..	Pump..	Zenith...	Gra...	Own....	B...	Own....	.....
§§Premier.....4-F	2400	112	30x5	4150	Buda WTU	4-3 3/4x5 1/2	22.50	226.4	4.10	3	Det..	4	L...	Ast...	Heli...	SS..	ab.....	Gear..	Pump..	Zenith...	Vac...	ABos...	B...	ABos...	6-8
§§Rauch & Lang. T	2350	112	33x4 1/2	3400	Buda..WU	4-3 3/4x5 1/2	22.50	226.4	4.10	3	Int...	4	L...	Ast...	Heli...	SS..	ab.....	Gear..	ThS...	Zenith...	Gra...	ABos...	M...	†Dyne‡	6-8
Saf-T-Cab.....D	.....	125 1/2	32x6.20	4500	Lyc...HT	6-3 1/2x5	29.6	288.0	.....	4	Det..	6	L...	Sil...	Heli...	CI..	abce....	Gear..	Pump..	Zenith...	Vac...	D-R....	B...	D-R....	
Yellow 06 Improved	....	122	6.50x18	4640	Buick. Std.	6-3 5/8x4 5/8	26.3	239.1	4.49	3	Det..	6	I...	Sil...	Heli...	CI..	abf.....	Gear..	Pump..	Marvel..	Gra...	D-R....	B...	D-R....	6-8
Yellow.....06	1995	122	6.20x18	4640	Buick..116	.....	.....	.....	.....	3	Det..	6	I...	Sil...	Heli...	CI..	abe.....	Gear..	Pump..	Marvel..	.....	D-R....	B...	D-R....	.....

ABBREVIATIONS:

*—At extra cost
°—Others furnished
§§—1928 specifications
§—Exhaust valve only
†—Starter at extra cost
‡—Starter Make Gray & Davis
a—Main Bearings
A—Artillery
ABos—American Bosch
Al—Aluminum
A-L—Auto-Lite
Ast—Alloy Steel
b—Connecting Rods
B—Battery
B-Fw—Both Four Wheel
B-L—Brown-Lipe
B&B—Borg & Beck
BM—Battery & Magneto
c—Camshaft Bearings
C&L—Cam and Lever
Cha—Chain
CI—Cast Iron
Col—Columbia
Cont—Continental
CR—Central Reservoir
d—Wrist Pins
D—Disk
Det—Detachable
Det—Detroit (Gearset)
D-P—Double Plate (clutch)
D-R—Delco-Remy
Dyn—Dyneto
e—Gear Case
Ecc—Eccentric
Eng—Unit with Engine
E-P—Electric Pump
Ext-Ds—External Drive Shaft
Ext-Fw—External Four Wheels
Ext-Rw—External Rear Wheels
f—Fabric
f—(Oiling System)—Rocker Arm
¾ F—¾ Floating
½ F—½ Floating
Gra—Gravity
F F—Full Floating
Gem—Gemmer

Chassis—Continued



BRAKES				FRONT AXLE					STEERING GEAR				SPRINGS				SHACKLES		FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot			Hand										Front		Rear												
Type and Location	Braking Area (Sq. In.)	Application	Type and Location	Braking Area (Sq. In.)	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz.(°)	Axle End Type	Make	Type	Ratio (to one) **	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Make	Type	Material	Make	Make	Type	Diameter and Width (In.)	Make	Type	Make	
IF	288	DM	ET	41¾	Own	I.			RE	Jac		15	36	½E.		½E.	54½–	Own	M.	St.	Smi.	Zerk	PG.			A.		Oakland AA6
BF	244	DM.	ER	129½	Own	I.			RE	Jac	S&N	16	39	½E.	35–2	½E.	54½–2	Try	M.	St.	Smi.	Al	PG.	18x4	Cle.	A.	Mot.	Oldsmobile F-29
BF		DM.	ER		Own	I.			RE	Own	W&G	11		½E.	33–1¾	½E.	49–1¾	Try	M.	carS	Own	Al	PG.	19x3½	Hay.	A.	Hay.	Overland Whip 96A
BF		DM.	ER		Own	I.			RE	Own	W&G	11		½E.	34½–	½E.	51¾–	Try	M.	carS	Own	Al	PG.	19x4	Hay.	A.	Hay.	Overland Whip9 98A
IF	360½	DM.	IR.	180¼	Own	I.			RE	Own	W&S		47	½E.	38–2	½E.	56–2¼		M.	St.		Bijur.	CR.			Dis°	Mot.	Packard 626,633
IF	360½	DM.	IR.	180¼	Own	I.			RE	Own	W&S			½E.	38–2	½E.	56–2¼°		M.	St.		Bijur.	CR.			Dis°	Mot.	Packard 640
IF		DH.	ET	24	Col	I.	7	2	RE	Ross	C&L			½E.	37½–1¾	½E.	54–2		M.	St.		Al	PG.	19x4	Mot.	A.	Mot.	Peerless 6-61
IF		DH.	ET	24	Col	I.	7	2	RE	Ross	C&L			½E.	37½–1¾	½E.	54–2			St.		Al	PG.	19x4	Mot.	A.	Mot.	Peerless 6-81
IF		DH.	ET	24	Col	I.	7	2	RE	Ross	C&L			½E.	37½–2	½E.	54–2¼		M.	St.		Al	PG.	19	Mot.	A.	Mot.	Peerless 6-91
IF		DH.	IR.		Eat	I.	7.5	2	RE	Ross	C&L	18		½E.	38–2	½E.	56–2¼			St.		Al	PG.	21–	Fire.	Dis.	Mot.	Peerless St. 8
IF	350	DM.	ET	48.12	Own	I.	8	1	RE	Gem	W&W	18	90	½E.	38–2	½E.	60–2½	Faf	B.	St.	Par	Zerk	PG°	19x4½	Hay.	A.		Pierce-Arrow 133
IF	350	DM.	ET	48.12	Own	I.	8	1	RE	Gem	W&W	18	90	½E.	38–2	½E.	60–2½	Faf	B.	St.	Par	Zerk	PG°	18x5	Hay.	A.		Pierce-Arrow 143
IF	118	DH.	ET		Own	I.			RE	Gem	W&S			½E.	35½–1¾	½E.	53½–1¾	Try	M.	St.		Zerk	PG.	27x3½		A.		Plymouth
IF	192	DM.	ET	27¾	Own	I.			RE	Jac	S&N		38	½E.	36–2	½E.	54–2	Try	M.	St.	Smi.	Zerk	PG.	19x2⅝	Jax	A.	Jax	Pontiac Six
IF		DH.	ET		Sal	I.			RE	Ross	C&L			½E.	37–2	½E.	55–2	Fire°	R.	St.	Smi.	Zerk	PG.	18x4	Mot.	A.	Mot.	Reo The Mate
IF		DH.	ET		Own	I.			RE	Ross	C&L			½E.	37–2	½E.	55–2	Fire°	R.	St.	Smi.	Zerk	PG.	18x4	Mot.	A.	Mot.	Reo The Master
EF		DH.	ET		Sal	I.			RE	Ross	C&L			½E.	36–2	½E.	57½2¼		M.	St.		Al	PG.			Opt.		Reamer 8-78
EF	198	DH.	ET	44	Sal	I.			RE	Ross	C&L			½E.	36–2	½E.	57½–2½		M.	St.		Al	PG.			Opt.		Reamer 8-80
EF	198	DH.	ET	44	Sal	I.			RE	Ross	C&L			½E.	37½–2	½E.	60–2¼		M.	St.		Al	PG.			Opt.		Reamer 8-88
IR	213½	DM.	IR.	151	Own	I.				Own	S&N			½E.	43½–	½E.	54½–		M.	St.	Own	Al	PG.	21x5	Cle.	W	AmW	Rolls-Royce Si.Gh.
IF	365	DM.	IR.	151	Own	I.				Own	S&N			½E.	45–	½E.	54½–		M.	St.	Own	Bijur.	CR.	20x4½	Cle.	W	AmW	Rolls-Royce N. Ph.
BF	284½	DM.	IR.	65⅝		I.	8	2.5	RE	Ross	C&L			½E.	41½–2½	½E.	63½–2½	Bel	F.	St.	HyPs	Al	PG.	20x5	Hay.	A.	Hay.	St'rns-Kni.M&N6-80
IF	444	DM.	IF.	444	Tim	I.	7.5	1	RE	Gem	W&W	18		½E.	40–2¼	½E.	62¾–2½		M.	St.	Mid	Al	PG.	20x5	Hay.	A.	Hay	St'rns-Kni.H&J 8-90
IF	224½	DM.	ET	48½	Own	I.	8	1	RE	Ross	C&L	15	41	½E.	38–2	½E.	50⅝–2	Faf	B.	St.	Own	Zerk	PG.	20x4	Kel.	A.	Kel.	Studebaker Dic.
IF	236	DM.	IF.	236	Own	I.			RE	Ross	C&L	15	45	½E.	36–2	½E.	54–2	Faf	B.	St.	Mid	Zerk	PG.	19x4	Kel.	A.	Kel.	Studebaker Com. 6
IF	236	DM.	IF.	236	Own	I.			RE	Ross	C&L	15	45	½E.	36–2	½E.	54–2	Faf	B.	St.	Mid	Zerk	PG.	19x4	Kel.	A.	Kel.	Studebaker Com. 8
IF	372	DM.	IF.	372	Own	I.			RE	Ross	C&L	15		½E.	38–2	½E.	60–2½	Faf	B.	St.	Mid	Zerk	PG.	20x4	Kel°	A°.	Kel°	Studebaker Pres. 8
IF	372	DM.	IF.	372	Own	I.			RE	Ross	C&L	16	46	½E.	38–2	½E.	60–2½	Faf	B.	St.	Mid	Zerk	PG.	19x4½	Kel°	A°.	Kel°	Studebaker Pres. 8
IF	238	DH.	ET	45	Tim	I.			RE	Gem	W&R	18		½E.	40–2¼	½E.	62½–2½	STS	M.	St.	Mur	Bijur.	CR.	20x4½	Mot.	A.	Mot.	Stutz Series M
BF	243	DM	ER		Own	I.			RE	Own	W&G			½E.	36¾–	½E.	55¼	Try	M.	St.	Own				Hay.	W		Willys-Knight 70B
IF		DM.	IR.		Own	I.			RE	Ross	C&L	Var.		½E.	39–	½E.	57–		M.	St.	Own		CR.			W		Willys-Knight 66B
EF		DH.			Col	I.			RE	Ross	C&L			½E.	36–2	½E.	45–2¼		M.	St.	Own	Om.	CR.			A.		Windsor Wh.Pr. 8-92
EF		DH.			Col	I.			RE	Ross	C&L			½E.	36–2	½E.	54–2¼		M.	St.	Own	Om.	CR.			A.		Windsor Wh.Pr. 8-82

IF—Internal Four Wheels
IR—Internal Rear Wheels
Jac—Jacox
Jax—Jaxon
Kel—Kelsey
M—Metal (Shackles)
m—Metal (Universals)
MD—Multiple Disk
Mec—Mechanics
Mar—Marles
Mid—Midland
Mot—Motor Wheel
Mun—Muncie Products
Mur—Murray
Mut—Mutual
MVS—Mechanical Vacuum Servo
NP—New Process
Om—Oilometer
Opt.—Optional
PG—Pressure Gun
PJon—Phineas Jones
PS—Pressed Steel
Par—Parish
P&B—Parish & Bingham
RSI—Rubber Shock Insulator
R—Rubber
RE—Reverse Elliot
Roc—Rockford
Sal—Salisbury
SB—Spiral Bevel
SeU—Separate Unit
Smi—Smith
Spi—Spicer
Spr—Springs
S&N—Screw and Nut
St—Steel
STM—St. Marys
STS—Standard Spring Steel Co.
T—Tubular
TA—Torque Arm
TT—Torque Tube
T½E—Transverse Semi-Elliptic
Tim—Timken
UP—Universal Products
Var—Varies
W—Wire Wheels
War—Warner Corp.
W-G—Warner Gear
Wo—Worm
W&G—Worm & Gear
W&N—Worm and Nut
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

Taxicabs

TRANSMISSION							RUNNING GEAR										MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle						Brakes			Steering Gear						
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Type and Location		Shackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
													Foot	Hand									
Fuller	M D D	Fuller	Eng.		2-Spicer	m	Col	¾F.	SB.	4.9	Sp.	Sp.	Int-Fw.	Ext-Ds.	f.	Col	Ross.	C&L	P G.	60⅝	D.	Hyd	Checker K
	SP.		Eng.		m		Own	¾F.	SB.	3.7	RR.	T T.	Int-Fw.	Int-Rw.		Own	Own		P G.		W.	Own	Ford A
Fuller	M D D	Fuller	Eng.	3	2-Pick	f	Col	¾ F	S B	4.50	Sp.	Sp.	Ext-Rw.	Ext-Ds.	r.	Col	Ross	C & L	P G.	59½	D.	P & B.	§§Premier 4-F
Detlaff	M D D	Det.	Eng.	3	2-Spicer	m	Sta	½ F	S B	5.10	Sp.	Sp.	Ext-Rw.	Ext-Ds.	m.	Sta	Gem	W & W	P G.	59½	D.	P & B.	§§Rauch & Lang. T
	M D D	Fuller	Eng.		2-U-P	m	Col	¾ F	S B	4.5	Sp.	Sp.	Int-Fw.	Ext-Ds.	f.	Col	Ross.	C & L	P G.	58⅝	D.	Mid	Saf-T-Cab D
Jones	M D D	Mun.	Eng.	3	2-Spicer	m	Tim	½ F	S B	4.9	Sp.	Sp.	B-Fw.	Ext-Ds.	r.	Tim	Ross.	C & L	PG.	57½	D.	Mid	Yellow 06Improved
Jones	D-P	B-L	Eng.		2-Spicer	m	Tim	½ F	S B	4.9	Sp.	Sp.	B-Fw.	Ext-Ds.	r.	Tim	Ross.	C & L	P G.	57⅛	D.	Mid	Yellow 06

Heli—Helical Gear
Hyd—Hydraulic
I—In Head
Int—Integral
Int-Rw—Internal Rear Wheel
L—Both Valves at Side
Lav—Lavine
Lyc—Lycoming
M—Magneto
m—Metal
Mech—Mechanics Machine Co.
Mp—Mechanical Pump
MDD—Multiple Dry Disc
MDO—Multiple Disc in Oil
Mid—Midland
Mun—Muncie
N-E—North East
O—Optional
P&B—Parish & Bingham
PG—Pressure Gun
r—Rubber
RR—Radius Rods
RBos—Robert Bosch
S—Sleeve Type
Sal—Salisbury
S B—Spiral Bevel
Sil—Silicon Chromium
S&N—Screw and Nut
Sp—Springs
Spl—Splash
SpP—Splash with Pressure
S P—Single Plate
S S—Semi Steel
Sta—Standard
Th S—Thermo Siphon
Tim—Timken
TT—Torque Tube
U-P—Universal Products
Vac—Vacuum
WarG—Warner Gear
Wauk—Waukesha
West—Westinghouse
W—Wire Wheels
W & G—Worm and Gear
W&N—Worm and Nut
W & S—Worm and Sector
W & W—Worm and Wheel

American Passenger

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyl. Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement	Compression Ratio (to 1)	Maximum Brake Horsepower at Specified R.P.M.	Cylinder Blocks	SUSPENSION: No. of Points	Type	No. of Cyls. Cast in 1 Block	CRANKCASE MATERIAL: Upper ‡—Sep. Casting	Lower	VALVES: Arrangement	Ex. Valve Head Material	Front End Drive: Type	Make of Chain or Non-Metallic	PISTON: Material	Length (Ins.)	Weight (Ozs.)	Pin Center to Top of Head	No. of Rings and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	Bearing In	CONNECTING RODS: Material	Center to Center Length	Weight (Oz.)	Lower Bearing: Diameter and Length (Ins.)	Type
Auburn	**6-80** Lyc...WS	6-2 7/8x4 3/4	19.84	185.0	5.16	65-3400	Ver.	4		6	Ir..	Ir..	L.	SiCh.	Ch..	L-B.	Als..	3 1/2	12	1 13/16	3-3	7/8x2.41	Pis..	St..	9 1/2		2 1/16x1 1/4	Pou.
Auburn	**8-90** Lyc...GS	8-2 7/8x4 3/4	26.45	246.7	5.15°	93-3300	Ver.	4		8	Ir..	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 1/2	12	1 13/16	3-3	7/8x2.41	Pis..	St..	9 1/2		2 1/16x1 1/4	Pou.
Auburn	**120** Lyc..MDA	8-3 1/4x4 1/2	33.80	298.64	5.25°	120-3300	Ver.	4		8	CI‡.	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 1/16	17	2 7/16	4-4	7/8x2 1/16	Pis..	St..	9		2 1/16x1 1/2	Pou.
Blackhawk	**L6** Own	6-3 3/8x4 1/2	27.3	241.5	5.25°	85-3200	Ver.	4	Ri.	6	CI..	Al	Co.	SiCh.	Ch..	L-B.	Als..	4 17/64	27	2 27/64	4-4	7/8x2 3/64	FF..		9 1/4	36	2 3/4x1 3/8	Ce..
Blackhawk	**L8** Own BL	8-3x4 3/4	28.8	268.5	5.5°	90-3200	Ver.	4	Ri.	8	CI..	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 5/8		2 1/8	4-4	7/8x2 1/2	FF..	St..	9 3/4	42	2 1/4x1 1/16	Pou.
Buick	**116** Own	6-3 1/16x4 5/8	26.33	239.1	4.3	74-2800	Ver.	3	Ru.	6	CI‡.	PS.	I.	SiCh.	He..	GE	CI..	3 3/4		2.33	3-3	7/8x2 3/32	Pis..	St..	10		2 1/8x1 1/2	Pou.
Buick	**121-129** Own	6-3 5/8x5	31.54	309.0	4.3	90 1/2-2800	Ver.	3	Ru.	6	CI‡.	PS.	I.	SiCh.	He..	GE	CI..	4 4/64		2.26	3-3	1 3/16x3 1/32	Pis..	St..	11 1/4		2 3/8x1 3/4	Pou.
Cadillac	**341B** Own	8-3 1/16x4 1/16	35.1	341.0	5.3°	95-3000	Vee.	3	Ru.	4	Al‡	PS.	L.	SiCh.	Ch..	MOR	NI.				3-2	7/8x3 1/16	Rod	ASt.	10 1/2	33 1/16	2 3/16x2 3/4	Die.
Chandler	**65** Own	6-3 1/8x4 1/4	23.4	195.5	5.0	55-3000	Ver.	4	Ri.	6	SS.	PS.	L.	Car.	Ch..	MOR	CI..	3 33/64	28	2 7/32	3-3	7/8x2 5/8	Pis..	Car.	8 1/2	32	2 3/4x1 7/8	Pou.
Chandler	**Royal 75** Own	8-3x4 1/2	28.8	254.4	5.0	80-3200	Ver.	4	Ri.	8	SS.	PS.	L.	SiCh.	Ch..	MOR	CI..	3 3/4	28	2 1/4	3-3	7/8x2 5/8	Pis..	Car.	9 1/2		2 1/4x1 1/4	Pou.
Chandler	**Big 6** Own	6-3 3/4x5	33.7	331.3	5.0	83-2600	Ver.	4	Ri.	6	Al‡	PS.	L.	Car.	Ch..	MOR	CI..	4 1/2	40	2 3/4	3-3	1 3/8x3 1/16	Pis..	Car.	10	40	2 1/2x1 5/8	Pou.
Chandler Royal	**85** Own	8-3 3/8x4 3/4	36.4	340	5.0	95-3000	Ver.	4	Ri.	8	SS.	PS.	L.	Car.	Ch..	MOR	CI..	4	32	2 3/8	3-3	31/32x2 23/32	Pis..	Car.	10	36	2 1/2x1 1/16	Pou.
Chevrolet	**6** Own	6-3 1/8x3 3/4	26.3	194	5.01	46-2600	Ver.	3		6	CI..	PS.	I.		He..		CI..	3 11/16	32.8	1 7/8	3-3	.99x2 7/8	Pis..	St..	7	24.8	2x1 3/8	Pou.
Chrysler	**65** Own	6-3 1/8x4 1/4	23.4	195.6	5.2°	65-3200	Ver.	4	Ru.	6	SS.		L.	SiCh.	Ch..	MOR	Als..	3 1/16		2	4-4	7/8x2 1/16	Rod	Car.	9 1/2		1 7/8x1 3/8	Pou.
Chrysler	**75** Own	6-3 1/4x5	25.3	248.9	5.0°	75-3200	Ver.	4	Ru.	6	SS.		L.		Ch..	MOR	Als..	4 1/8		2 1/16	5-5	7/8x2 7/8	Rod	ASt.	10 7/16		2x1 3/8	Pou.
Chrysler Imp.	**80** Own	6-3 5/8x5	31.5	309.0	6.0	112-3400	Ver.	4	Ru.	6	SS.		L.	SiCh.	Ch..	MOR	Als..	4 1/8		2 1/8	3-3	1x3 1/4	Pis..	Car.	10 1/16		2 1/8x1 1/2	Pou.
Cunningham	**V-8** Own	8-3 3/4x5	45.0	442.0	5.0	106-2500	Vee.	4	Ri.	4	Al‡	Al.	L.	SiCh.	He..	GE	CI..	4.14	30	2 1/4	3-3	.94x3 1/32	Pis..	St..	10 1/2	60	2 5/8x1 3/4	Pou.
De Soto	Own	6-3x4 1/2	21.6	174.9	5.0°	55-3200	Ver.	4	Ru.	6			L.	SiCh.	Ch..	MOR	Als..	3 1/16	13		3-3	3/4x	Rod	St..	8 1/2		1 13/16x1 1/4	Pou.
Dodge Bros.	**6** Own	6-3 3/8x3 7/8	27.3	207.9	5.18°	58-3000	Ver.	4		6	Ir..	PS.	L.	SiCh.	Ch..	MOR°	Als..	3 1/16	17 3/4		4-4	13/16x	Pis..	St..	8		2 1/16x1 21/32	Pou.
Dodge Bros.Senior	Own	6-3 3/8x4 1/2	27.3	241.4	5.5	78-3000	Ver.	4	Ri.	6	Ir..	PS.	L.	SiCh.	Ch..	MOR°	Als..				4-4	13/16x2 3/4	Pis..				2 3/8x2 3/8	Pou.
Duesenberg	**8** Own	8-3 3/4x4 3/4	45.0	420	5.2	265-4200	Ver.	4	Ru.	8	CI..	Al	I.	SiCh.	Ch..	L-B.	Als..				4-4	1 1/16x3 1/4	Rod	DFa	9 3/4		2 7/16x1 7/8	....
duPont	**E** Wisc.. Y	6-3 3/8x5	27.3	268.3	4.6	75-3000	Ver.	3	Ri.	6	Ir..	PS.	I.	SiCh.	Ch..		Als..				3-3	1.06x3.12	Rod	St..	12	59	2 1/16x1 1/2	Pou.
duPont	**G** Cont..12K	8-3 3/8x4 1/2	36.5	322	5.3	114-3200	Ver.	4		8	NiIr	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 1/16		2 5/16	4-4	13/16x2 3/4	Pis°	Car.	9		2 1/4x1 1/2	Pou.
Durant	**40** Cont...W5	4-3 3/8x4 1/4	18.2	152	4.7	36-2400	Ver.	4	Ru.	4	CI..	CI..	L.	St..	Ch..	MOR	Als..	4	20	1 1/16	3-3	13/16x2 1/16	Pis..	St..		29	1 1/2x1.43	Pou.
Durant	**60** Cont...14L	6-2 7/8x4 3/4	19.84	185	4.7	43-2800	Ver.	4		6	CI..	CI..	L.	NiSt.	Ch..	MOR	Als..	3 3/8	15	1 1/16	3-3	13/16x2 1/16	Pis..	St..		26	2x1 1/8	Pou.
Durant	**66** Cont...15L	6-2 7/8x4 3/4	19.84	185	5.4	47-2800	Ver.	4		6	CI..	CI..	L.	St..	Ch..	MOR	Als..	3 1/16	16.01	2	3-3	13/16x2 3/16	Rod	St..	9	26	2x1 1/8	Pou.
Durant	**70** Cont..20E	6-3 3/8x4	27.34	215	5.08	65-3000	Ver.	4	Ru.	6	CI..	CI..	L.	Asco.	Ch..	MOR	Als..	3 1/16		2 5/16	4-4	13/16x2 3/16	Rod	Car.	9		2 1/4x1 3/8	Pou.
Elcar	**95-96** Lyc...GS	8-2 7/8x4 3/4	26.45	246.7	5.25°	90-3000	Ver.	4	Ru.	8	CI..	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 1/2	13	1 13/16	3-3	7/8x2 1/16	Rod	St..	9 1/2		2 1/16x1 1/4	Pou.
Elcar	**75** Lyc...WS	6-2 7/8x4 3/4	19.84	185	5.25°	61-3000	Ver.	4	Ru.	6	CI..	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 1/2	13	1 13/16	3-3	7/8x2 1/16	Rod	St..	9 1/2		2 1/16x1 1/4	Pou.
Elcar	**120** Lyc...MD	8-3 1/4x4 1/2	33.8	298.6	5.25°	115-3300	Ver.	4	Ru.	8	Ir‡.	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 11/16	18	2 7/16	4-4	7/8x2 1/16	Rod	Al..		22 1/2	2 1/16x1 1/2	Pou.
Erskine	**Six** Cont...9F	6-2 3/4x4 1/2	18.1	160.3	4.8	43-3000	Ver.	4	Ru.	6	CI..	PS.	L.	ChN.	Ch..	Whi..	CI..	3	15 1/4	1 3/4	4-4	13/16x2 3/16	Rod	St..	9	27	2x1 1/2	Pou.
Essex Challenger	Own	6-2 3/4x4 1/2	18.1	161.4	.....	55-3600	Ver.	4	Ru.	6	CI..	PS.	L.	SiCh.	Ch..	MOR	Als..	3 1/16	8	1 1/16	3-3	3/4x2 1/32	FF..	St..	8 3/16	17.4	1 13/16x1 3/8	Pou.
Ford	**A** Own...A	4-3 7/8x4 1/4	24.03	200.5	4.2	40-2200	Ver.	3	Sp..	4	Ir‡..	PS.	L..	Car..	He..	Cel..	Al..	3 29/32	24 3/4		3-3	1x3 7/8	Rod	ASt.	7 1/2	25.6	1 1/2x1 5/8	Pou.
Franklin	**130** Own	6-3 1/4x4 3/4	25.3	236	4.57	48-2500	Ver.	3	Ri.	1	Al‡.	PS.	I..	SiCh.	Ch..	Ram.	Als..	3 3/4	25 1/2	2 1/4	4-4	7/8x2 1/16	Pis..	Dur	9 1/2	23	2 1/8x1 11/16	Pou.
Franklin	**135-137** Own	6-3 1/2x4 3/4	29.4	274	4.73	.....	Ver.	3	Ri.	1	Al‡.	PS.	I..	SiCh.	Ch..	Ram.	Als..	.....		.....	4-4	7/8x2 1/16	Pis..	Dur	9 1/2	23	2 1/8x1 11/16	Pou.
Gardner	**120** Lyc...GT	8-2 3/4x4 3/4	24.2	225.7	5.0	65-3200	Ver.	4		8	CI..	PS.	L.	SiCh.	Ch..	MOR	CI..	3 1/2	16	1 13/16	4-4	7/8x2 9/32	Pis..	Car.	9 1/2	37	2 1/4x1 1/4	Pou.
Gardner	**125** Lyc...GS	8-2 7/8x4 3/4	26.45	246.7	5.05	85-3400	Ver.	4		8	CI..	PS.	L.	SiCh.	Ch..	L-B.	Al..	3 1/2	22.5	1 13/16	3-3	7/8x2 5/8	Pis..	Car.	9 1/2	39	2 1/4x1 1/4	Pou.
Gardner	**130** Lyc..MDG	8-3 1/4x4 1/2	33.8	298.6	5.25	115-3300	Ver.	4		8	CI‡.	PS.	L.	SiCh.	Ch..	L-B.	Al..	3 11/16	24.2	2 1/16	3-3	7/8x2 5/16	Pis..	Dur.	9	24.9	2 1/16x1 1/2	Pou.
Graham-Paige	**612** Own	6-3x4 1/2	21.6	190.8	5.57	62-3200	Ver.	4		6	CI..	St..	L.	SiCh.	Ch..	L-B.	Als..	3 1/16	13 3/4	2 3/16	3-3	13/16x2 3/16	Rod	St..	9 1/4	30 1/4	2 1/4x1 1/4	Pou.
Graham-Paige	**615** Own	6-3 1/4x4 1/2	25.35	224	5.51	76-3200	Ver.	4		6	CI..	St..	L.	SiCh.	Ch..	L-B.	Als..	3 1/16	16 1/2	2 3/16	3-3	13/16x2 5/16	Rod	St..	9 1/4	30 1/4	2 1/4x1 1/4	Pou.
Graham-Paige	**621** Own	6-3 1/2x5	29.4	288.6	5.35	97-3200	Ver.	4		6	CI..	St..	L.	SiCh.	Ch..	L-B.	Als..	4 9/32	21 3/8	2 1/16	3-3	1x2 1/16	Rod	St..	10 1/2	48	2 3/8x1 1/2	Pou.
Graham-Paige	**827** Own	8-3 3/8x4 1/2	36.45	322.0	5.54	120-3200	Ver.	4	Ru.	8	CI..	St..	L.	SiCh.	Ch..	L-B.	Als..	3 11/16	18	2 1/16	3-3	13/16x2 3/4	Rod	St..	9	42	2 1/4x1 1/2	Pou.
Graham-Paige	**837** Own	8-3 3/8x4 1/2	36.45	322.0	5.54	120-3200	Ver.	4	Ru.	8	CI..	St..	L.	SiCh.	Ch..	L-B.	Als..	3 11/16	18	2 1/16	3-3	13/16x2 3/4	Rod	St..	9	42	2 1/4x1 1/2	Pou.
Hudson	Own	6-3 1/2x5	29.4	288	6.0	91-3200	Ver.	4		6	Al‡.	PS.	F..	SiCh.	Ch..	MOR	Als..	4 1/16	19	2 1/4	3-3	1.09x2 1/16	FF..	St..	11.6		2 1/4x2	Pou.
Hupmobile	**A** Own...A	6-3 1/4x4 1/4	25.35	211.5	4.8	.....	Ver.	4		6	Ir..		L..	SiCh.	Ch..	MOR	CI..				3-2		Pis..	Car.	8 3/4		2 1/4x1 11/32	Pou.
Hupmobile	**M** Own...M	8-3x4 3/4	28.8	268.6	5.0	.....	Ver.	4		8	Al‡.	Al.	L.	SiCh.	Ch..	MOR	CI..	3 1/4		1 3/4	3-2	7/8x2 3/4	Pis..	Car.	9 1/2		2 3/4x1 11/32	Pou.
Jordan	**E** Cont.....	6-3 3/8x4 5/8	27.34	248.3	.....	70-3000	Ver.	4	Ru.	6	Ir..	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 1/16		2 5/16	4-4	13/16x2 7/16	FF..	St..	9		2 1/16x1 3/8	Pou
Jordan	**G** Cont...15S	8-3x4 3/4	28.8	268.6	5.05	85-3200	Ver.	4	Ri.	8	Ir..	PS.	L.	SiCh.	Ch..	L-B.	Als..	3 5/8			3-3	13/16x2 21/64	FF..	St..	9 3/4		2 1/4x1 1/16	Pou.
Kissel	**6-73** Own...73	6-2 7/8x4 3/4	19.8	185	5.1	52-2900	Ver.	4	Ru.	6	Ir..	Al	L.	SiCh.	Ch..	L-B.	Al	3 1/2			4-4	3/4x2 1/2	Rod	Dur	9 1/2	22 1/2	2 1/16x1 1/4	Pou.
Kissel	**8-95** Own...95	8-2 7/8x4 3/4	26.5	246.5	5.35	95-3200	Ver.	4	Ru.	8	Ir..	Al.	L.	SiCh.	Ch..	L-B.	Als..	3 1/2		1 13/16	4-4	3/4x2 1/2	Rod	Dur	9 1/2	22 1/2	2 1/16x1 1/4	Pou.
Kissel	**8-126** Own...126	8-3 1/4x4 1/2	33.8	298.6	5.35	126-3400	Ver.	4	Ru.	8	Ir‡.	Al.	L.	SiCh.	Ch..	L-B.	Als..	3 11/16	24 1/2	2 1/16	4-4	7/8x2 1/16	Rod	Dur	9	29	2 1/16x1 1/2	Pou.
La Salle	**328** Own	8-3 1/4x4 1/16	33.8	328	5.3°	86-3000	Vee.	3	Ru.	4	Al‡.	PS.	L.	SiCh.	Ch..	MOR	NI.	3 23/64		1 31/64	3-2	7/8x3 1/16	Rod	ASt.	10 1/2	33 3/4	2 3/4x2 3/4	Die.
Lincoln	Own	8-3 1/2x5	39.2	385	4.8	90-2800	Vee.	3	Ru.	4	Al‡.	Al.	L.	SiCh.	Ch..		Al	3 3/4	18.5	2	3-3	7/8x	Pis..		12 1/2		2x2 1/2	....
Locomobile	**8-80** Lyc..Spec.	8-3 1/2x4 1/2	33.8	298.5	5.0	90-3200	Ver.	4		8	Ir‡.	PS.	L.	SiCh.	Ch..	L-B.	Al	3 11/16	24 1/2	2 1/16	4-4	7/8x2.8	Rod	DFa	9	29	2 1/4x1 1/2	Pou.
Locomobile	**8-88** Lyc..HDL	8-3 1/4x4 1/2	33.8	298.6	5.3	115-3300	Ver	4	Ru.	8	Ir‡.	PS.	L.	SiCh.	Ch..	L-B.	Als	3 11/16		2 1/16	4-4	7/8x2.8	Rod	DFa	9		2.13x1 1/2	Pou.
Locomobile	**90** Own...90	6-3 7/8x5 1/16	36.0	371.5	4.25	86-2800	Ver.	4	Ri.	6	Al‡	Al.	L.	SiCh.	Ch..	L-B.	CI..	4 13/16	48	2 5/8	3-3	1 1/16x3 5/8	Rod	Dur.	11.6		2 1/4x1 11/16	Die.
Locomobile	**48** Own...48	6-4 1/2x5 1/2	48.6	525	4.25	105-2100	Ver.	4	Ri.	2	Br‡	Al.	T.	CoCh.	He..	GE	CI..	5 1/2		2 13/16	3-3	1 1/8x4 1/4	Rod	ASt.	12	63 1/2	2 1/4x2	Sep.
Marmon	**68** Own...68	8-2 13/16x4 1/4	25.3	211.2	5.25	76-3200	Ver.	4	Ru.	8	CI..	PS.	L.	SiCh.	Ch..	Dia..	Al	3 1/4	13.3	1 11/16	3-3	3/4x2 7/16	Rod	St..	8 1/2	28	2x1 1/4	Pou.
Marmon	**78** Own...78	8-2 13/16x4	27.6	216.8	5.5	86-3400	Ver.	4	Ru.	8	CI..	PS.	I..	SiCh.	Ch..	Dia..	Al	3 3/4	13	1 11/16	3-3	13/16x2 1/2	FF..	St..	7 3/4	32	2 1/8x1 1/2	Pou.
Moon	**6-72** Cont...11E	6-3 5/8x4	27.3	214.7	4.9	66-3150	Ver.	4	Ri.	6	Ir..	PS.	L.	ASt..	Ch..	MOR	Als.	3 11/16	21	2 5/8	4-4	13/16x2 1/16	FF..	Car.	8 1/16	33	1 7/8x1 3/8	Pou.
Nash	**Std. 6** Own...420	6-3 1/16x4	23.4	184.0	5.0	50-2800	Ver.	4	Ru.	6	SS.	PS.	L.	SiCh.	He..	Cel..	Als..	3 1/2	19	2 1/4	4-4	13/16x2 7/16	Pis..	Car.	8 1/4	44	1 7/8x1 1/16	Die.
Nash	**Spec. 6** Own...430	6-3 1/4x4 1/2	25.3	224.0	5.15	65-2900	Ver.	4	Ru.	6	SS.	PS.	I..	SiCh.	He..	Cel..	Als..	3 7/8	16 3/4	2 3/8	4-4	7/8x2.71	FF..	Car.	9	39	2 1/4x1 3/8	Die.
Nash	**Adv. 6** Own...470°	6-3 7/8x5	28.4	278.4	5.1	78-2900	Ver.	4	Ru.	6	SS.	PS.	I..	SiCh.	He..	Cel..	Als..	4 1/32	25 1/8	2 13/32	4-4	13/16x2 1/8	FF..	Car.	10	44 3/16	2 1/4x1 1/2	Die.
Oakland	**AA-6** Own..AA-6	6-3 1/4x4 1/4	25.3	212.0	4.8	60-2800	Ver.	3	Ru.	6	Ir..	PS.	L.	SiCh.	Ch..	MOR	SS.	4	26	2 3/16	3-2	1 1/16x2 1/16	Rod	Car.	9 1/4	38	2 1/4x1 1/2	Pou.
Oldsmobile	**F-29** Own...F29	6-3 3/16x4 1/2	24.4	197.5	5.2	62-3000	Ver.	4	Ru.	6	CI..	ShS.	L.	SiCh.	Ch..	MOR	CI..	3 7/16	31	2 1/16	3-3	.85x2 7/8	....	St..	9	30.4	1 7/8x1 3/8	Pou.
Overland Whip.96A	Own...96A	4-3 1/8x4 3/4	15.6	145.7	5.1	40-3200	Ver.	4	.....	4	Ir..	PS.	L.	Chr..	Ch..	L-B.	Al	.....	.....	2	3-3	13/16x2 1/16	Pis..	St..	9 3/16		1 7/8x1 1/16	Pou.
Overland Whip. 98A	Own...98A	6-3 1/16x3 7/8	23.4	178.3	5.1	50-3200	Ver.	4	.....	6	Ir..	PS.	L.	Chr..	Ch..	L-B.	Al	.....	.....	.....	3-3	3/4x	.....	.....	9 5/8	.....	1 7/8x1 1/16	Pou.

ABBREVIATIONS:

°—Others used
ABos—American Bosch
Al—Aluminum
Als—Aluminum Alloy
AL—Auto-Lite
AM—Air Maze
Asco—Ascoloy
AST—Alloy Steel
ATC—Air Tube Cellular
Au—Automatic
B—Battery
Ball—Ball and Ball
BR—Bronze
Br—Brass
Car—Carbon Steel
Car—Carter (Carburetor)
Ce—Centrifugal
Cell—Cellular
Cel—Celoron
CF—Cross Flow
Ch—Chain
ChN—Chrome Nickel
Chr.—Chromium
ChSi—Chrome-Silicon
CI—Cast Iron
Co—Chain, Overhead Camshaft
CoCh—Cobalt Chrome Steel
Cont—Continental
CSM—Chrome Silica Manganese
DeJ—DeJon
Del—Delco
DFa—Drop Forged Aluminum
Di—Distillation **Dia**—Diamond Chain
Die—Die Cast
DM—Direct Mechanical (Sliding Gear)
D-R—Delco-Remy
Dur—Duralumin
Dyn—Dyneto
Ecc—Eccentric
ExS—Extruded Steel
F—In head and side
F&T—Fin and Tube
Fed—Fedders
Flo—Floating
FF—Full Floating
Fi—Filter
GE—General Electric
Ge—Gear
Gra—Gravity
GS—German Silver
Ha—Hand
Han—Handy
Har—Harrison
He—Helical Gear
I—Valve in Head
In—Inertia
Ir—Iron
Jam—Jamestown
Joh—Johnson
L—"L" Head
L-B—Link Belt
Lyc—Lycoming
Mar—Marvel
Mag—Magnetic Shift
McC—McCord
Mod—Modine
MOR—Morse

Car Engines

Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Main Bearings: Number	Main Bearings: Front Diameter and Length	Main Bearings: Rear Diameter and Length	Oiling: System Type	Oiling: Pump Type	Oiling: Cleaner Type	Cooling System: Type	Cooling System: Thermostat?	Radiator: Shutters?	Radiator: Make	Radiator: Core Type	Radiator: Shell Material	Fuel System: Carburetor Make and Size (Ins.)	Fuel System: Feed Type	Air Cleaner: Make	Air Cleaner: Type	Ignition: Make	Ignition: Current Source	Ignition: Spark Control	Generator and Starter Make	Starter Engagement	Battery: Length	Battery: Width	Battery: Height	Battery: Volts and Ampere-Hrs.	CAR MAKE AND MODEL
			4	2⅜x1⅞	2⅜x1⅞	PG	Ge	No	Pu	Yes	No	Jam	Cell	St	Sch 1¼	Vac	None		D-R	B	S-A	D-R	In	9¼	x7x9⅝		6–90	**Auburn** 6-80
No	No	Yes	5	2⅜x1⅞	2⅜x1⅞	PG	Ge	Fi	Pu	Yes	No	Jam	Cell	St	Sch 1¼	Mp	None		D-R	B	S-A	D-R	In	9¼	x7x9⅞		6–90	**Auburn** 8-90
No	No	Yes	5	2⅜x2¼	2⅜x2¼	PG	Ge	Fi	Pu	Yes	No	Jam	Cell	St	Sch 1¼	Mp	None		D-R	B	S-A	D-R	In	10⅜	x7x9⅞		6–100	**Auburn** 120
No	No	No	7	2½x3⅜	2½x2⅝	PI	Ge	Fi	Pu	No	Au	Fed	Cell	St	Zen 2°	Vac°	Uni	Ce	D-R	B	S-A	D-R	DM	10⅝	x6½x7⅛		6–120	**Blackhawk** L6
⅛–¼	Yes	Yes	5	2⅛x1⅝	2⅛x2⅜	PG	Ge	Fi	Pu	No	Au	Fed	Cell	St	Zen 2°	Mp	AM	Fi	D-R	B	S-A	D-R	In	10⅝	x6½x7⅛		6–120	**Blackhawk** L8
No	Yes	Yes	4	2⅜x2¼	2⅜x2⅝	PC	Ge	Fi	Pu	No	Har	Cell	St	Mar	1¼	Mp	AC	In	D-R	B	S-A	D-R	DM	9	x7½x9½		6–100	**Buick** 116
No	Yes	Yes	4	2½x2½	2½x2⅝	PC	Ge	Fi	Pu	Yes	No	Har	Cell	St	Mar	1½	Mp	AC	In	D-R	B	S-A	D-R	DM	10⅜	x7½x9½		6–120	**Buick** 121-129
No	Yes	No	3	2⅜x1⅜	2⅜x2⅞	PF	Ge	Fi	Pu	Yes	Yes	Har	RiC	PS	Own	Mp	None		D-R	B	S-A	D-R	DM	20½	x5½x8½		6–130	**Cadillac** 341B
No	No		3	2⅜x2⅛	2⅜x2⅜	PG	Ge	No	Pu	Yes	No	Fed	ATC	PS	Til	Vac	None		A-L	B	Au	A-L	In	9⅜	x6⅛x9¼		6–102	**Chandler** 65
No	Yes	Yes	5	2½x1¾	2½x2⅛	PG	Ge	Fi	Pu	Yes	No	Fed	ATC	PS	Til	Vac	AC	Ce	A-L	B	Au	A-L	In	10½	x7¼x9⅛		6–102	**Chandler Royal** 75
No	Yes	Yes	4	2⅛x2⅝	2⅛x3¼	PG	Ge	Fi	Pu	Yes	No	Fed	ATC	PS	Sch	Vac	AC	Ce	D-R	B	S-A	D-R	In	10½	x7¼x9⅛		6–120	**Chandler** Big 6
No	Yes	Yes	5	2⅜x1⅝	2⅜x2⅝	PG	Ge	Fi	Pu	Yes	No	Fed	RiC	PS	Sch	Vac	AC	Ce	D-R	B	S-A	D-R	In	10½	x7¼x9⅛		6–120	**Chandler Royal** 85
No	No	No	3	1⅞x1¾	2⅛x2⅛	PS		No	Pu	No	No	Har		Bra	Car 1	Mp	None		D-R	B	S-A	D-R	In	8½	x6⅞x8		6–90	**Chevrolet** 6
No	Yes	Yes	7	1⅞x1⅞	1⅞x2⅛	PG	Ge	Fi	Pu	Yes	Yes	MeC	RiC	PS	Str 1¼	Vac	Uni	Ce	D-R	B	S-A	D-R	In	10½	x7½x9		6–93	**Chrysler** 65
No	Yes	Yes	7	2¼x1⅞	2¼x2⅛	PG	Ge	Fi	Pu	Yes	Yes	Fed	RiC	PS	Ball 1⅜	Vac	Uni	Ce	D-R	B	S-A	D-R	In	11⅜	x7½x9		6–115	**Chrysler** 75
No	Yes	Yes	7	2⅝x1⅞	2⅝x3¼	PG	Ge	Fi	Pu	Yes	Yes	Fed	RiC	PS	Str 1⅜	Vac	Uni	Ce	D-R	B	S-A	D-R	In	13¼	x7¼x8⅜		6–153	**Chrysler** Imp. 80
No	Yes	No	3	2⅜x3	2⅜x3⅛	PF	Ge	No	Pu	Yes	No	Fed	Cell	GS	Str 1½	Vac	AM	Fi	D-R	B	S-A	D-R	In	11⅝	x7¼x9½		6–135	**Cunningham** V-8
No	Yes	No	4	2¼x1⅝	2¼x2¼	PH	Ge	Fi	Pu	Yes	Yes		Cell		Str 1	Vac	Uni	Ce	D-R	B	S-A	D-R	In	10½	x7½x9		6–90	**De Soto**
No	No	No	7	2¼x1⅞	2⅜x2⅝	PG	Ge	Fi	Pu	Yes	No	MeC	F&T	PS	Str° 1¼	Vac	Uni°	Ce	N-E	B	S-A	N-E	In	10⅜	x7¼x8⅞		6–100	**Dodge Bros.** 6
	No	No	7	2⅜x2⅛	2⅜x2⅞	PG	Ge	Fi	Pu	Yes		MeC	F&T	PS	Str 1½	Vac	Uni°	Ce	N-E	B	S-A	N-E	In	11¼	x7¼x9⅛		6–117	**Dodge Bros.** Senior
	Yes	Yes	5	2⅜x3⅛	2⅜x2⅞	PI	Ge	Fi	Pu	Yes	No				Sch 1½	Mp			D-R	B	S-A	D-R	In				6–180	**Duesenberg** 8
No	No	No	3	2½x2¼	2½x2¾	PH	Ge	No	Pu	No	Opt	Mod	F&T	PS	Sch	Ep	None		Del	B		Del		10⅜	x7x9¼		6–113	**duPont** E
No	No	Yes	5	2⅝x1⅝	2⅝x2¼	PB	Ge	Fi	Pu	No	Opt	Mod	F&T	PS	Sch 1¼	Mp	None		D-R	B	S-A	D-R	In	10⅜	x7⅜x9½		6–115	**duPont** G
No	No	No	3	1½x1⅞	1½x2⅛	PG	Ge	No	Pu	No	No	Fed	Cell	PS	Til 1	Vac	None		A-L	B	S-A	A-L	In	9	x7x9⅛		6–84	**Durant** 40
No	No	No	4	2¼x1½	2¼x1½	PG	Ge	Fi	Pu	No	No	Fed	Cell	PS	Til 1	Vac	None		A-L	B	S-A	A-L	In	9	x7x9⅛		6–84	**Durant** 60
No	No	Yes	4	2¼x1¼	2¼x1⅝	PG	Ge	Fi	Pu	Yes	No	Fed	Cell	PS	Til 1	Vac	Til	Ce	A-L	B	S-A	A-L	In	10⅞	x7⅛x9¼		6–106	**Durant** 66
No	No	Yes	7	2⅜x1½	2⅜x2⅛	PG	Ge	Fi	Pu	Yes	No	Fed	Cell	PS	Til 1¼	Vac	Til	Ce	A-L	B	S-A	A-L	In	10⅜	x7x9⅞		6–117	**Durant** 70
No	No	Yes	5	2⅜x1⅞	2⅜x1⅞	PH	Ge	No	Pu	No	No	Jam	Cell	St	Sch 1¼	Vac	None		D-R	B	S-A	D-R	In	10¼	x7¼x8		6–104	**Elcar** 95-96
No	No	No	4	2⅜x1⅞	2⅜x1⅞	PH	Ge	No	Pu	No	No	Jam	Cell	St	Sch 1	Vac	None		D-R	B	S-A	D-R	In	8⅞	x7⅛x8		6–90	**Elcar** 75
No	No	Yes	5	2⅜x2⅝	2⅜x2¾	PH	Ge	No	Pu	No	No	Jam	RiC	St	Sch 1¼	Vac	None		D-R	B	S-A	D-R	In	10¼	x7½x8		6–117	**Elcar** 120
No	No	No	4	2⅛x1⅛	2⅛x1⅛	PH	Ge	Fi	Pu	No	No	Long	F&T	St	Sch 1	Vac	None		D-R	B	S-A	D-R	In	9⅛	x7¼x9⅜		6–84	**Erskine** Six
No	Yes	No	3	2⅛x1⅝	2⅛x2	PS	Ecc	No	Th	No	Own	Har	RiC	PS	Mar 1	Vac	AC	In	A-L	B	Au	A-L	In	9x7⅛	x7⅞		6–105	**Essex Challenger**
No	No	No	3	1⅝x2	1⅝x3⅛	PS	Ge	No	Pu	No	No	Own	F&T	PS	Zen 1	Gra	None		Own	B	Ha	Own	In	9⅝	x7⅛x9⅛		6–80	**Ford** A
No	Yes	Yes	7	2⅜x2½	2⅜x2⅜	PB	Ge	Fi	Air	No	Yes	No	No		Str 1¼	Mp	Uni	Ce	D-R	B	S-A	D-R	In	12½	x7¼x9⅜		6–135	**Franklin** 130
No	Yes	Yes	7	2⅜x2½	2⅜x2⅜	PB	Ge	Fi	Air	Yes	Yes	No	No		Str 1¼	Mp	Uni	Ce	D-R	B	S-A	D-R	In	12½	x7¼x9⅜		6–135	**Franklin** 135-137
No	No	Yes	5	2⅜x1¾	2⅜x1¾	PG	Ge	Fi	Pu	Yes	No	Fed		PS	Sch 1¼	Vac	No		D-R	B	S-A	D-R	In	10¼	x6¾x9¼		6–120	**Gardner** 120
No	No	Yes	5	2⅜x1⅞	2⅜x1⅞	PG	Ge	Fi	Pu	Yes	No	Fed	Cell	PS	Sch 1¼	Vac	AM	Fi	D-R	B	S-A	D-R	In	10¼	x6¾x9¼		6–120	**Gardner** 125
No	No	Yes	5	2⅜x2⅛	2⅜x2⅜	PS	Ge	Fi	Pu	Yes	No	Fed	Cell	PS	Sch 1¼	Vac	AM	Fi	D-R	B	S-A	D-R	In	10⅝	x7x8¼		6–135	**Gardner** 130
	No	No	7	2½x1⅛	2½x2	PG	Ge	No	Pu	Yes	No	Long	F&T	St	Joh 1¼	Mp	AC	In	D-R	B	S-A	D-R	In	9⅛	x7¼x9		6–84	**Graham-Paige** 612
	No	Yes	7	2½x1⅛	2½x2	PG	Ge	Fi	Pu	Yes	No	Long	F&T	St	Joh 1½	Mp	AC	In	D-R	B	S-A	D-R	In	10⅛	x7¼x8⅞		6–100	**Graham-Paige** 615
	No	Yes	7	2¾x2⅛	2¾x2½	PG	Ge	Fi	Pu	Yes	Au	Long	F&T	St	Joh 1¾	Mp	AC	In	D-R	B	S-A	D-R	DM	11⅛	x7¼x8⅞		6–114	**Graham-Paige** 621
	No	Yes	5	2⅝x1⅛	2⅝x2⅜	PG	Ge	Fi	Pu	Yes	Au	Long	F&T	St	Joh 1¾	Mp	AC	In	D-R	B	S-A	D-R	DM	11⅛	x7¼x8⅞		6–114	**Graham-Paige** 827
	No	Yes	5	2⅝x1⅛	2⅝x2⅝	PG	Ge	Fi	Pu	Yes	Au	Long	F&T	St	Joh 1¾	Mp	AC	In	D-R	B	S-A	D-R	DM	11⅛	x7¼x8⅞		6–114	**Graham-Paige** 837
No	Yes	Yes	4	2⅜x2⅛	2⅛x3⅛	PS	Ecc	No	Pu	No	Ha	Har	RiC	St	Mar 1¼	Vac	AC	In	A-L	B	Ha	A-L	DM	10¼	x7½x7⅞		6–120	**Hudson**
	No	Yes	4	2⅛x1⅝	2⅛x2⅛	PG	Ge	Fi	Pu	Yes	No		Cell	PS	Str 1¼	Vac	Han		A-L	B	S-A	A-L	In	10⅛	x7¼x8⅛		6–100	**Hupmobile** A
	No	Yes	5	2 9/16	2.44x2.22	PF	Ge	Fi	Pu	Yes	Au		Cell	PS	Str 1¼	Vac	AM	Fi	A-L	B	S-A	A-L	In	10⅛	x7½x8⅝		6–110	**Hupmobile** M
No	No	Yes	7	2⅜x	2⅜x	PG	Ge	Fi	Pu				RiC	PS	Str	Mp	AM	Fi	A-L	B	S-A	A-L	In				6–105	**Jordan** E
No	Yes	Yes	5	2⅜x2⅛	2⅜x1¾	PG	Ge	Fi	Pu	Yes	Au		Cell	PS	Str	Mp	AM	Fi	A-L	B	S-A	A-L	In				6–105	**Jordan** G
No	No	Yes	4	2⅜x1¾	2⅜x1¾	PG	Ge	Fi	Pu	Yes	No	Mod	F&T	PS	Sch 1¼	Vac	AC	In	D-R	B	S-A	D-R	In	9⅛	x7¼x9⅜		6–90	**Kissel** 6-73
No	No	Yes	5	2⅜x1¾	2⅜x1¾	PG	Ge	Fi	Pu	Yes	No	Mod	F&T	PS	Sch 1¼	Vac	AC	In	D-R	B	S-A	D-R	In	9⅛	x7¼x9⅛		6–90	**Kissel** 8-95
No	No	Yes	5	2⅜x2.68	2⅜x2.62	PG	Ge	Fi	Pu	Yes	No	Mod		PS	Sch 1¼	Vac	AC	In	D-R	B	S-A	D-R	In	10⅜	x7½x10		6–118	**Kissel** 8-126
No	Yes	No	3	2⅜x1 3/16	2⅜x2⅞	PA	Ge	Fi	Pu	No	Au	Har	RiC	PS	Own 2	Mp	No		D-R	B	S-A	D-R	DM	10⅜	x7⅛x7⅞		6–100	**La Salle** 328
No	No	Yes	5	2x2¾	2x3½	PH	Ge	Fi	Pu	Yes	Au	Own	F&T	PS	Str	Vac	Own	Ce	Del	B	S-A	Del	In	19⅜	x5⅝x9¼		6–135	**Lincoln**
No	No	Yes	5	2⅜x2.63	2⅜x2.63	PC	Ge	Fi	Pu	Yes	No	Fed	RiC	PS	Sch 1½	Vac	AM	Ce	DeJ	B	S-A	DeJ	In	11⅜	x7x9½		6–142	**Locomobile** 8-80
No	No	Yes	5	2⅜x2.63	2⅜x2.63	PC	Ge	Fi	Pu	Yes	Au	Fed	RiC	PS	Str 1¼	Vac	AM	Ce	DeJ	B	S-A	DeJ	In	12½	x7x9½		6–142	**Locomobile** 8-88
	No	Yes	7	2¼x2⅜	2¼x3 1/16	PA	Ge	Fi	Pu	Yes	No	G&O	RiC	SB	Str 1½	Pre	Uni	Ce	DeJ	B	S-A	DeJ	In	20x5⅞	x8½		6–166	**Locomobile** 90
	No	Yes	7	2½x2⅞	2½x3 1/16	PA	Ge	No	Pu	Yes	No	G&O	RiC	SB	Ball	Pre	No		D-R	B	S-A	West	Mag	17¼	x7⅝x8 5/16		6–105	**Locomobile** 48
No	No	Yes	5	2⅛x1⅝	2⅛x1¾	PG	Ge	No	Pu	Yes	No	Fed	Cell	PS	Str 1¼	Vac	No		D-R	B	S-A	D-R	In	10 5/16	x7x9 5/16		6–120	**Marmon** 68
No	No	Yes	5	2⅜x1½	2⅜x1⅞	PG	Ge	Fi	Pu	Yes	No	Fed	Cell	PS	Str 1¼	Vac	No		D-R	B	S-A	D-R	DM	10 7/16	x7x9 7/16		6–120	**Marmon** 78
No	No	Yes	7	2⅛x1 1/16	2⅛x1⅞	PH	Ge	Fi	Pu		Ha	Fed	RiC	PS	Str 1¼	Vac	Cont		D-R	B	S-A	D-R	In	10¼	x7x9¼		6–119	**Moon** 6-72
No	No	Yes	7	2x1⅛	2x1⅛	PI	Ge	Fi	Pu	Yes	No	Mod	F&T	PS	Car 1⅛	Vac	AC	In°	A-L	B	S-A	A-L	DM	9 1/16	x7x9⅛		6–105	**Nash** Std. 6
No	No	No	7	2¼x2¼	2¼x2½	PG	Ge	Fi	Pu	Yes	No	Mod	F&T	PS	Mar 1¼	Vac	AC	In°	A-L	B	S-A	A-L	DM	9 1/16	x7x9¾		6–105	**Nash** Spec. 6
No	No	Yes	7	2⅜x2 1/16	2⅜x2 1/16	PG	Ge	Fi	Pu	Yes	No	Mod	F&T	PS	Mar 1¼	Vac	AC	In°	A-L	B	S-A	A-L	DM	10 1/16	x7x9¾		6–120	**Nash** Adv. 6
No	Yes	Yes	4	2 5/16	2½x2 1/16	PH	Ge	Fi	Pu	Yes	No	Har	RiC	PS	Mar	Mp	AC	In	D-R	B	Au	D-R	In	10 5/16	x7¼x9¼		6–100	**Oakland** AA-6
No	No	No	4	2¼x1¾	2¼x2 31	PI	Ge	Fi	Pu	No	Ha	Har	Cell	ShS	Sch 1¼	Mp	AC		D-R	B	Au	D-R	DM	9 1/16	x7¼x9⅛		6–125	**Oldsmobile** F-29
		No	3	1 7/16	x2	PG	Ge	No	Pu	No	No				Til 1	Vac	No		A-L	B	Au	A-L	In	9x7¼	x8½		6–80	**Overland Whip.** 96A
		No	7	2¼x2	2¼x2½	PG	Ge	No	Pu	No	No				Til 1	Vac			A-L	B	Au	A-L	In	10¼	x7¼x8 1/16		6–...	**Overland Whip.** 98A

Mp—Mechanical Pump
N-E—North East
NI—Nickel Iron
NiS—Nickel Silver
NiSt—Nickel Steel
Opt—Optional
PA—Pressure to mains, rods, pins and camshaft
PB—Pressure to mains, rods and timing case
PC—Pressure to main and rod bearings only
PD—Pressure to mains, rods, and wrist pins
PE—Pressure to mains, rods, wrist pins and timing case
PF—Pressure to all bearings including wrist pins
PG—Pressure to mains, rods, camshaft, timing case
PH—Pressure to mains, rod and camshaft bearings
PI—Pressure to mains, rod, camshaft, wrist pins, and timing case
PJ—Pressure to mains, camshaft and timing case
PT—Plain Tube
Pis—Piston
Pou—Poured
Pre—Pressure
PS—Pressed Steel
PS—Splash with pressure (Oiling System)
Pu—Pump
Ram—Ramsey
Ri—Rigid
RiC—Ribbon Cellular
R&R—Rubber & Rigid
Ru—Rubber
Sl—Sleeve Valve
S-A—Semi-Automatic
SB—Sheet Brass
Sch—Schebler
Sep—Separate Liner
SiCh—Silicon Chrome Steel
ShS—Sheet Steel
Sp—Spring Cushioned
Spec—Special
SS—Semi-Steel
Ste—Stewart
Str—Stromberg
T—"T" Head
Tex—Textolite
Th—Thermo-syphon
Til—Tillotson
Tub—Tubular
Uni—United
Vac—Vacuum
Va—Vane
Ver—Vertical
West—Westinghouse
Wisc—Wisconsin
Whi—Whitney
Zen—Zenith

American Passenger

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke (Ins.)	GENERAL: Rated H. P. (N.A.C.C.)	GENERAL: Piston Displacement	GENERAL: Compression Ratio (to 1)	GENERAL: Maximum Brake Horsepower at Specified R.P.M.	GENERAL: Cylinder Blocks	SUSPENSION: No. of Points	SUSPENSION: Type	CRANKCASE MATERIAL: No. of Cyls Cast in 1 Block	CRANKCASE MATERIAL: Upper ‡—Sep. Casting	CRANKCASE MATERIAL: Lower	VALVES: Arrangement	VALVES: Ex. Valve Head Material	Front End Drive: Type	Front End Drive: Make of Chain or Non-Metallic Gear	PISTON: Material	PISTON: Length (Ins.)	PISTON: Weight (Ozs.)	PISTON: Pin Center to Top of Head	PISTON: No. of Rings and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	PISTON PIN: Bearing In	CONNECTING RODS: Material	CONNECTING RODS: Center to Center Length	CONNECTING RODS: Weight (Oz.)	CONNECTING RODS: Lower Bearing: Diameter and Length (Ins.)	CONNECTING RODS: Lower Bearing: Type
Packard	**626-633**	Own	8-3 1/16x5	32.5	320.0		90-3200	Ver.	4	Ri.	8	Al‡	Al	L.	SiCh.	Ch.	MOR.	Als.			2 1/2	4-4	7/8x..	FF.	Car.	10 7/8		2 3/16x1 7/32	Pou.
Packard	**640-645**	Own	8-3 1/2x5	39.2	384.8	4.38	106-3200	Ver	4	Ri.	8	Al‡	Al	L.	SiCh.	Ch.	MOR.	Als.			2 1/2	4-4	7/8x..	FF.	Car.	10 7/8		2 3/16x1 1/2	Pou.
Peerless	**6-61**	Cont	6-3 3/8x4	27.34	214.7		62-3000	Ver.	4	Ru.	6	CI.	ShS.	L.		Ch.	L-B.	Als.	3 1/16		2 5/16	4-4	3/4x2 3/4	Pis.	St.	8 1/16		1 7/8x1 3/8	Pou.
Peerless	**6-81**	Cont. 18C	6-3 3/8x4 5/8	27.34	248.3		66-2900	Ver.	4	Ru.	6	CI.	ShS.	L.	Asco.	Ch.	MOR.	Als.	3 1/16		2 5/16	4-4	3/4x2 7/8	Rod	St.	9		2 1/4x1.36	Pou.
Peerless	**6-91**	Own. 90	6-3 1/2x5	29.4	288.6		70-2500	Ver.	4		6	Al‡	ShS.	L.	SiCh.	Ch.		Als.	3 3/4		1 7/8	3-3	1 1/8x2 3/8	Pis.	St.	10		2 1/4x1 3/8	Pou.
Peerless	**Std. 8**	Cont	8-3 3/8x4 1/2	36.4	322.0		114-3300	Ver.	4	Ru.	8	NI.	PS.	L.	SiCh.	Ch.	MOR.	Als.	3 1/16	21 1/2	2.3	4-4	.859x2.9	FF.		9	42 1/2	2 1/4x1 1/2	Pou.
Pierce-Arro'	**133-143**	Own	8-3 1/2x4 1/2	39.2	365 0	5.0°	125-3200	Ver.	4	Ru.	8	Ir...	PS.	L.	SiCh.	Ch.	MOR.	Als.	4 1/2		2.4	4-4	1 1/8x3 1/16	Rod	Car.	9.02		2 1/4x1 1/4	Pou.
Plymouth		Own	4-3 3/8x4 1/8	21.0	170.3	4.6	45-2800	Ver.	3	Ru.	4			L.	SiCh.	He.	Cel.	Al				3-3	3/4x	Rod	St.			1 7/8x1 1/2	
Pontiac	**Six**	Own	6-3 1/16x3 7/8		200.0	4.9	57-3000	Ver.	3	Ru.	6	Ir...	PS.	L.	SiCh.	Ch.	MOR.	SS.	4 1/32			3-3	1 1/16x2 11/16	Pis.	ASt.	7 5/16		2x1 9/16	Pou.
Reo	**The Mate**	Cont. 16E	6-3 3/8x4	27.3	214.7	5.5	65-2800	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh.	Ch.	L-B.	Als.	3 11/16		2 3/16	4-4	3/4x2 3/4	FF.	St.	8 1/16		1 7/8x1 3/16	Pou.
Reo	**The Master**	Own. CA	6-3 3/8x5	27.3	268.3	5.3	80-3200	Ver.	4	Ru.	6	CI.	CI.	L.	SiCh.	Ch.	MOR.	Als.				4-4		Rod	St.			2 1/16x1 1/2	Pou.
Roamer	**8-80, 8-88**	Lyc. 4HM°	8-3 1/4x4 1/2	33.8	298.6	5.0	86-3000	Ver.	4		8	Ir‡.	PS.	L.	SiCh.	Ch.	L-B.	Al	3 3/4	23	1 11/16	4-4	7/8x2 7/8	Pis.	Dur°	9	23°	2 1/8x1 1/2	Pou.
Roamer	**8-78**	Lyc. GT	8-2 3/4x4 3/4	24.2	225.7	4.94	75-3400	Ver.	4		8	IR.	PS.	L.	SiCh.	Ch.		CI.	3 1/2	20			7/8x2.28	Pis.	Car.	9 1/2	37	2 1/8x1 1/4	
Rolls-Royce	**S. Gh.**	Own. 40-50	6-4 1/2x4 3/4	48.6	453.5			Ver.	3		3	Al‡	Al	L.	SiCh.	He.		Als.				6-6	1x	Rod	ASt.				Sep.
Rolls-Royce	**N. Ph.**	Own. 40-65	6-4 1/4x5 1/2	43.3	468.0			Ver.	3		3	Al‡	Al	I.	SiCh.	He.		Als.				5-5	1x	Rod	ASt.				Sep.
St'rns-K.	**M&N 6-80**	Own M6-80	6-3 3/8x4 3/4	27.3	255.0	5.0	70-3200	Ver.	3	Ru.	6	Al‡	PS.	Sl.	Sl.	Ch.	MOR.	Als.	4 1/4	24 5/8	2 1/16	4-4	7/8x3 1/8	Rod	Car.	11		2 1/4x1 1/2	Pou.
St'rns-K.	**H&J 8-90**	Own. H8-90	8-3 1/2x5	39.2	385.0	5.0	120-2800	Ver.	4	Ru.	8	Al‡	Al	Sl.	Sl.	Ch.	MOR.	CI.	4 5/8	36	2 5/16	4-4	1 1/16x3 1/8	Pis.	ASt.	12	48	2 1/4x1 5/8	Pou.
Studebaker	**Dic.**	Own. GE	6-3 1/2x4 1/2	27.3	242.0	4.41°	67-2800	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh.	Ch.		CI.	3 7/8	31.2	2 1/2	5-4	7/8x3	Rod	St.	10	36 3	2x1 1/2	Pou.
Studebaker	**Com. 6**	Own	6-3 3/8x4 5/8	27.3	248 3	4.95°	74-3000	Ver.	4	Ru.	6	CI.	PS.	L.	SiCh.	Ch.		CI.	3 7/8		2 1/2	5-4	7/8x3	Rod	St.	10	36.3	2x1 1/2	Pou.
Studebaker	**Com. 8**	Own	8-3 1/16x4 1/4	30	250.4	5.05°	80-3600	Ver.	4	Ru.	8	CI.	PS.	L.	SiCh.	He.	Cel.	Als.	3 3/4	14	2 1/32	4-4	7/8x2 5/8	Rod	St.	8		1 7/8x1 3/16	Pou.
Studebaker	**Pres. 8**	Own	8-3 1/2x4 3/8	39.2	337 0	5.5°	114-3200	Ver.	4	Ru.	8	CI.	PS.	L.	SiCh.	He.	Cel.	Als.	4 1/4	21	1 13/16	4-4	1 1/8x3 1/16	Rod	St.	9 7/32	40	2 1/4x1 5/8	Pou.
Stutz	**M**	Own. 8	8-3 3/8x4 1/2	36.4	322.0	5.25°	115-3600	Ver.	3	Ri.	8	CI.	Al.	Co.	SiCh.	Ch.	L-B.	Als.	4 11/16	27	2 7/16	4-4	7/8x2 11/16	FF.	Als.	9 1/4	36	2 3/8x1 3/8	Ce..
Windsor	**Wh. Pr.**	Cont. 15S	8-3x4 3/4	28.8	268.6	5.0	88-3100	Ver.	4		8	Ir...	PS.	L.	SiCh.	Ch.		Als.	3.38	22 1/2		4-4	86x	FF.	Car.	9 3/4	25 1/2	2 1/4x1.3	
Willys-Knight	**70B**	Own. 70B	6-2 11/16x4 3/8	20.7	177.9	5.5		Ver.	4		6	Ir...	PS.	Sl.	Sl.	Ch.	L-B.	Als.				4-4	3/4x2 3/4	Rod	St.	10		2x1 5/16	Ce..
Willys-Knight	**66B**	Own. 66B	6-3 3/8x4 3/4	27.3	255.0	5.0	70-3200	Ver.	4		6	Al.	PS.	Sl.	Sl.	Ch.	L-B.	Als.	4 1/4		2 1/16	4-4	7/8x3 1/16	Rod	St.	11		2 1/8x1 1/2	Ce..

ABBREVIATIONS:

°—Others used
ABos—American Bosch
Al—Aluminum
Als—Aluminum Alloy
AL—Auto-Lite
AM—Air Maze
Asco—Ascoloy
ASt—Alloy Steel
ATC—Air Tube Cellular
Au—Automatic
B—Battery
Ball—Ball and Ball
BR—Bronze
Br—Brass
Car—Carbon Steel
Car—Carter (Carburetor)
Ce—Centrifugal
Cell—Cellular
Cel—Celoron
CF—Cross Flow
Ch—Chain
ChN—Chrome Nickel
Chr—Chromium
ChSl—Chrome-Silicon
CI—Cast Iron
Co—Chain, Overhead Camshaft
CoCh—Cobalt Chrome Steel
Cont—Continental
CSM—Chrome Silica Manganese
DeJ—DeJon
DeL—Delco
DFa—Drop Forged Aluminum
Di—Distillation
Dia—Diamond Chain
Die—Die Cast
DM—Direct Mechanical (Sliding Gear)
D-R—Delco-Remy
Dur—Duralumin
Dyn—Dyneto
Ecc—Eccentric
ExS—Extruded Steel
F—In head and side
F&T—Fin and Tube
Fed—Fedders
Flo—Floating
FF—Full Floating
Fi—Filter
GE—General Electric
Ge—Gear
Gra—Gravity
GS—German Silver
Ha—Hand
Han—Handy
Har—Harrison
He—Helical Gear
I—Valve in Head
In—Inertia
Ir—Iron
Jam—Jamestown
Joh—Johnson
L—"L" Head
L-B—Link Belt
Lyc—Lycoming
Mar—Marvel
Mag—Magnetic Shift
McC—McCord
Mod—Modine
MOR—Morse
Mp—Mechanical Pump

Books for the

Organized Training in Business

James H. Greene, Harper & Bros., New York. 335 pp. $4.

WITH the increasing size and complexity of modern business organizations the problem of training personnel has developed into a much more difficult task than when the head of the business could train each employee himself. Much money and thought has been given to this subject by progressive concerns and their experiences have been drawn upon freely by the author, who here attempts to correlate all the detail divergences to be found in individual plans into a set of fundamental principles of training which apply under all conditions. The capacity of Dr. Greene, who is director of the Research Bureau for Retail Training, University of Pittsburgh, for undertaking a work of this kind is fully testified to by Paul G. Hoffman, vice-president, Studebaker Corp. of America, who contributes a foreword to the book. Mr. Hoffman sees the outstanding job of industry as the building of men and believes that the present book is a real contribution not only to business economics but to social welfare.

Sales Contracts and Forms

Prentice Hall, Inc. 454 pp. Illus. $7.50.

THIS book contains principally actual word-for-word reproductions of over 200 forms, designed for practically every sales purpose. Forms reproduced were carefully selected from a great number contributed by sales managers throughout the country and have to do with sales agreements, salesmen's contracts, sales office and field reports. The book contains also many legally tested agreements relative to territorial rights, trade acceptances, chattel mortgages, leases of places of business, rejections, cancellations and similar items. In general, it should be very valuable to anyone who must use sales contracts or forms in his work.

1928 United States Aviation Report

United States Aviation Report, Inc., Baltimore. 670 pp.

THIS is designed to be a complete book upon the law of aviation as it has developed in the United States up to the latter part of the year 1928. It con-

Car Engines—Continued

CRANKSHAFT						OILING			COOLING SYSTEM						FUEL SYSTEM				ELECTRICAL SYSTEM										
			Main Bearings								Radiator						Air Cleaner		Ignition				Battery						
Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Front Diameter and Length	Rear Diameter and Length	System Type	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Make	Core Type	Shell Material	Carburetor Make and Size (Ins.)	Feed Type	Make	Type	Make	Current Source	Spark Control	General and Starter Make	Starter Engagement	Length	Width	Height	Volts and Ampere-Hrs.	CAR MAKE AND MODEL
....	Yes	Yes	9	2⅝x...	2⅝x...	PF	Ge	Fi	Pu	....	Au	Own	RiC	St	Own 1 1/16	Vac	No	No	N-E	B	S-A	Dyn	In	.....	.....	.....	6-140	**Packard....626-633**
....	Yes	Yes	9	2⅝x	2⅝x...	PF	Ge	Fi	Pu	....	Au	Own	RiC	St	Own 1 1/16	Vac	No	No	N-E	B	S-A	Dyn	In	13¼x7¼x9¾			6-160	**Packard....640-645**
....	....	....	7	2¼x1½	2¼x1⅞	PH	Ge	Fi	Pu	....	No	.....	Cell	.....	Str	Mp	.....	.....	A-L	B	S-A	A-L	In	.....	.....	.....	6-92	**Peerless.....6-61**
....	....	No	7	2⅜x2 1/32	2⅜x2 5/16	PG	Ge	Fi	Pu	Yes	No	Fed	Cell	ShS	Str 1¼	Mp	AC	In	A-L	B	S-A	A-L	In	10⅜x7x9 5/16			6-...	**Peerless.....6-81**
No	No	Yes	7	2⅜x2 1/32	2⅜x2 7/16	PH	Ge	Fi	Pu	No	Au	Fed	Cell	ShS	Str 1¼	Vac	AC	In	Del	B	S-A	Del	In	10 1/16x7¼x9¼			6-...	**Peerless.....6-91**
....	....	No	7	2⅜x2 1/32	2⅜x2 7/16	PH	Ge	Fi	Pu	No	Au	Fed	Cell	ShS	Str 1¼	Vac	AC	In	Del	B	S-A	Del	In	10 1/16x7¼x9¼			6-...	**Peerless.....6-91**
No	No	Yes	5	2.62x1.65	2.62x2.53	PH	Ge	....	Pu	No	Au	.....	.....	.....	Str 1¼	Mp	AC	In	D-R	B	S-A	Del	DM	.....	.....	.....	.....	**Peerless.....Std. 8**
No	No	No	9	2⅝x1¾	2⅝x2 1/32	PG	Ge	Fi	Pu	No	Au	Fed	RiC	NiS	Str 1¼	Mp	.....	.....	Del	B	S-A	Del	DM	10¼x7½x9 5/16			6-115	**Pierce-Arro' 133-143**
....	....	....	3	1 7/16x2 1/32	1 7/16x2 1/16	PG	Va	....	Th	No	No	.....	Cell	.....	Car 1	Vac	.....	.....	D-R	B	S-A	D-R	In	10½x7½x9			6-90	**Plymouth.....**
No	Yes	Yes	3	1 1/16x1⅝	2 1/16x2	PC	Ge	Fi	Pu	Yes	No	Har	CF	PS	Mar 1¼	Mp	AC	In	D-R	B	Au	D-R	In	9 1/16x7x9 5/16			6-80	**Pontiac.....Six**
No	No	Yes	7	2¼x1½	2¼x1 7/16	PH	Ge	No	Pu	Yes	No	Har	Cell	PS	Sch 1¼	Mp	Uni	Ce	D-R	B	S-A	D-R	DM	8 11/16x7¼x9⅜			6-90	**Reo.....The Mate**
No	No	Yes	7	2 5/16x2⅞	2 5/16x2¾	PH	Ge	Fi	Pu	Yes	No	Har	Cell	PS	Sch 1½	Vac	Uni	Ce	D-R	B	S-A	D-R	DM	10 7/16x7¼x9 1/16			6-120	**Reo....The Master**
No	No	Yes	5	2⅜x1¾	2⅜x1¾	PC	Ge	No	Pu	No	No	.....	.....	.....	Sch 1½	Vac	No	.....	A-L	B	S-A	A-L	In	10⅜x7 5/16x9¾			6-130	**Roamer .8-80, 8-88**
No	No	....	5	2⅜x1¾	2⅜x1⅞	PH	Ge	No	Pu	.....	.....	.....	.....	.....	Sch	Vac	.....	.....	A-L	.....	.....	A-L	.....	10⅜x7⅝x9¾			.....	**Roamer.....8-78**
No	No	Yes	7	.....	.....	PE	Ge	....	Pu	No	Ha	Own	ATC	Ni	Own	Pre	No	.....	ABos	B	S-A	West	Mag	13⅜x7⅜x9 1/16			6-120	**Rolls-Royce.S. Gh.**
No	No	Yes	7	.....	.....	PE	Ge	Fi	Pu	No	Ha	Own	ATC	Ni	Own	Vac	AM	Fi	DeJ	B	S-A	Own	Mag	13⅜x7⅜x9⅛			6-120	**Rolls-Royce.N. Ph.**
¼	No	No	7	2½x1 11/16	2½x2¾	PG	Ge	Fi	Pu	.....	.....	Har	RiC	PS	Til 1¼	Vac	Til	Ce	A-L	B	S-A	A-L	In	13 1/16x7x9 7/16			6-166	**St'rns-K.M&N 6-80**
No	Yes	No	9	3x2⅜	3x3	PB	Ge	Di	Pu	.....	No	Fed	RiC	PS	Til 1¼	Mp	Til	Ce	DeJ	B	S-A	DeJ	In	17x7¼x9¼			6-192	**St'rns-K. H&J 8-90**
No	No	Yes	4	1 11/16x2 3/32	2¼x2 1/16	PG	Ge	Fi	Pu	Yes	No	McC	F&T	St	Str 1¼	Mp	No	.....	D-R	B	S-A	D-R	In	9 1/16x7¼x9 1/16			6-90	**Studebaker....Dic.**
No	No	Yes	4	1 11/16x2 3/32	2¼x2 1/16	PG	Ge	Fi	Pu	Yes	No	McC	F&T	St	Str 1¼	Mp	No	.....	D-R	B	S-A	D-R	DM	9 1/16x7¼x9 1/16			6-90	**Studebaker.Com. 6**
No	No	Yes	9	2x1⅜	2x1.43	PG	Ge	Fi	Pu	Yes	No	McC	F&T	St	Str 1¼	Mp	No	.....	D-R	B	S-A	D-R	DM	9 1/16x7¼x9 1/16			6-90	**Studebaker..Com. 8**
No	No	Yes	5	2⅝x1¾	2⅝x2.63	PG	Ge	Fi	Pu	Yes	No	Long	F&T	St	Str 1¼	Mp	No	.....	D-R	B	S-A	D-R	DM	10⅜x7¼x9 1/16			6-111	**Studebaker..Pres. 8**
No	No	No	9	2½x3 1/32	2½x2⅝	PI	Ge	Fi	Pu	No	Au	Fed	Cell	St	Zen 2°	Vac°	AM	Fi	D-R	B	S-A	D-R	DM	13x7x8 1/16			6-170	**Stutz.....M**
....	....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**Windsor ..Wh. Pr.**
No	No	Yes	5	2⅜x1⅜	2⅜x2⅜	PG	Ge	Fi	Pu	Yes	....	Fed	Cell	.....	Str	Vac	.....	Fi	D-R	B	S-A	D-R	.....	.....	.....	.....	.....	**Willys-Knight...70B**
....	....	....	7	2¼x2	2¼x2½	PG	Ge	Di	Pu	Yes	No	.....	Cell	St	Til 1	Vac	.....	.....	A-L	B	S-A	A-L	In	10¼x7½x9 5/16			6-...	**Willys-Knight...66B**
....	....	....	7	2½x1 11/16	2½x2¾	PA	Ge	Di	Pu	Yes	No	Own	Cell	St	Til.....	Vac	Til	Ce	A-L	B	S-A	A-L	In	13 1/16x7x8⅛			6-166	**Willys-Knight...66B**

N-E—North East
NI—Nickel Iron
NiS—Nickel Silver
NiSt—Nickel Steel
Opt—Optional
PA—Pressure to mains, rods, pins and camshaft
PB—Pressure to mains, rods and timing case
PC—Pressure to main and rod bearings only
PD—Pressure to mains, rods, and wrist pins
PE—Pressure to mains, rods, wrist pins and timing case
PF—Pressure to all bearings including wrist pins
PG—Pressure to mains, rods, camshaft, timing case
PH—Pressure to mains, rods and camshaft bearings
PI—Pressure to mains, rods, camshaft, wrist pins, and timing case
PJ—Pressure to mains, camshaft and timing case
PT—Plain Tube
Pis—Piston
Pou—Poured
Pre—Pressure
PS—Pressed Steel
PS—Splash with pressure (Oiling System)
Pu—Pump
Ram—Ramsey
Ri—Rigid
RiC—Ribbon Cellular
R&R—Rubber & Rigid
Ru—Rubber
Sl—Sleeve Valve
S-A—Semi-Automatic
SB—Sheet Brass
Sch—Schebler
Sep—Separate Liner
SiCh—Silicon Chrome Steel
ShS—Sheet Steel
Sp—Spring Cushioned
Spec—Special
SS—Semi-Steel
Ste—Stewart
Str—Stromberg
T—"T" Head
Tex—Textolite
Th—Thermo-syphon
Til—Tillotson
Tub—Tubular
Uni—United
Vac—Vacuum
Va—Vane
Ver—Vertical
West—Westinghouse
Wisc—Wisconsin
Whi—Whitney
Zen—Zenith

Business Book Shelf

tains collections of decisions, reports, regulations, and other information pertaining to aviation activities.

A Picture of World Economic Conditions

National Industrial Conference Board, Inc., New York. 118 pp.

THE National Industrial Conference Board has made arrangements with a number of men having intimate knowledge of and wide experience and high standing in the economic life of their respective nations, to supply periodic reviews of current situations and significant developments in industrial, financial, commercial and labor conditions in their countries. The present volume is the first summary review of conditions in the principal countries of the world, based upon this special information. Some 17 countries are covered in the report, including Great Britain, Germany, France, Italy, Japan, Australia, Russia, China and a number of South American and Central American countries. For comparative purposes a brief review of economic conditions in the United States is also contained.

A College Grammar

Mason Long, The Ronald Press Co., New York. 323 pp. $3.

ALTHOUGH intended primarily as a college textbook, this volume provides a convenient manual of accepted contemporary usage to explain and illustrate the functions of individual parts of speech and the formulas according to which they may be combined in order to make correct and effective sentences. Much of the material presented has never appeared before in English grammars, and many principles have been stated in a new form, more simply and better classified than has been heretofore available.

Patents: Law and Practice

Oscar A. Geier, Richards & Geier, 274 Madison Ave., New York. 46 pp.

THIS is the fourth edition of a well-known volume covering the rules of practice in the United States Patent Office and in foreign countries. The book is intended to give manufacturers and others interested in patents up-to-date information on latest developments in this field. The book is available for free distribution.

1929 Body and Equip

NOTE: The body models listed below represent the lowest pri

MAKE & MODEL OF CHASSIS	GENERAL: Body Model	Price ($)	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)*	BODY: Number of Doors	Body Framework Material	Covering Materials: Body Panels	Rear Upper Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	EQUIPMENT: Type of Wheels	Bumper	Snubbers or Shock Absorbers Fitted?	Windshield Wiper	Trunk Rack	Engine Thermometer	Dash Gas. Gage	Car Heater	Cigar Lighter or Smoking Set	Clock	Locks and Theft-proof Devices
Auburn 6-80	Spt. Sdan.	995	120	30x6.00	3300	4	M&W.	Steel		Leather		Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	No.	No.	I, D.
Auburn 8-90	Phaeton Sed.	1695	125	30x6.00	3600	4	M&W.	Steel	Fabric.	Leather		Pyrox		A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I.
	Spt. Sedan.	1395	125	30x6.00	3590	4	M&W.	Steel	Steel.	Mohair.		Pyrox		A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No	I, D.
Auburn 120	Phaeton Sed.	2095	129	18x6.50		4	M&W.	Steel	Fabric.	Leather		Pyrox		A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I.
	Spt. Sedan.	1795	129	18x6.50		4	M&W.	Steel	Steel.	Mohair.		Pyrox		A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D.
Blackhawk L6	Speedster	2635	127½	31x6.00		4	Wood.	Alum		Leather	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	I, S, T, F.
	Coupe.	2395	127½	31x6.00		2	Wood.	Steel	Steel.	Broad.	Im.Lea.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	I, S, TF D
Blackhawk L8	Speedster	2585	127½	31x6.00		4	Wood.	Alum		Leather	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	I, S, T, F.
	Coupe.	2345	127½	31x6.00		2	Wood.	Steel	Steel.	Broad.	Im.Lea.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	I, S, TF D
Buick 116	Phaeton	1225	115¾	30x5.50		4	M&W.	Steel				Pyrox	1	A.	No.	Yes.	Yes.	No.	No.	No.	No.	No.	No.	I, S.
	Sedan	1220	115¾	30x5.50		2	M&W.	Steel	Steel.	Mohair.		Pyrox	1	A.	No.	Yes.	Yes.	No.	No.	No.	No.	No.	No.	I, S, D.
	Spt. Roadster	1325	120¾	32x6.50		2	M&W.	Steel		Mohair.		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No	No.	No.	I. S.
Buick 121	C. C. Sedan.	1450	120¾	32x6.50			M&W.	Steel	Steel.	Mohair.		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, S, D.
	Phaeton	1525	128¾	32x6.50		4	M&W.	Steel				Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, S.
Buick 129	Coupe	1865	128¾	32x6.50			M&W.	Steel	Steel.	Mohair.		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, S, D.
	Phaeton	3450	140	7.00x20	4725	4	Wood.	Steel		Leather	Optional	Pyrox	1	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	I.
Cadillac 341B	Town Sedan	3495	140	7.00x20	5030	4	Wood.	Steel	Steel.	M or B.	Optional	Pyrox	1	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	I, D.
	Touring	895	109	29x5.00	2540	4	Wood.	Steel		Leather	Fabric.	Pyrox	1	A.	No.		Yes.	No.	Yes.	Yes.	No.	No.	No.	I.
Chandler 65	Sedan	895	109	29x5.00	2785	4	Wood.	Steel	Steel.	Mohair.	Fabric.	Pyrox	1	A.	No.		Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D.
Chandler Royal 75	Sedan	1295	118	29x5.50	3195	2	Wood.	Steel	Steel.	Mohair.	Fabric.	Pyrox	1	A.	No.		Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D.
Chandler Big 6	Met. Sedan	1525	124	32x6.00	3800	4	Wood.	Steel	Steel.	Mohair.	Fabric.	Pyrox	1	A.	No.		Yes.	No.	Yes.	Yes.	No.	Yes.	No.	I, D.
Chandler Royal 85	Sedan	1795	124	32x6.00	3900	4	Wood.	Steel	Steel.	Mohair.	Fabric.	Pyrox	1	A.	No.		Yes.	No.	Yes.	Yes.	Yes.	No.	No.	I, D.
Chevrolet	Touring	525	107	20x4.50		4	Wood.	Steel		Leather	Fab.Lea.	Pyrox	1	D.			Yes.		Yes.					I, S.
	Coach.	595	107	20x4.50	2500	4	Wood.	Steel	Steel.	Corduroy	Fab.Lea.	Pyrox	1	D.			Yes.		Yes.					I, S, D.
Chrysler 65	Touring	1075	131‡	5.50x18	*2770*	4	Wood.	Steel		Leather	Fabric.	Pyrox	2	A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	I, S, F.
	Sedan	1065	131‡	5.50x18	*2905*	2	Wood.	Steel	Steel.	Mohair.	RCF.	Pyrox	1	A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	I,S,D,F.
Chrysler 75	Phaeton	1795	135½‡	6.00x18	*3110*	4	Wood.	Steel		Leather	Fabric.	Pyrox	2	A.	No.	Yes	Yes	No.	No.	Yes	Yes	No.	No.	I, T, F.
	Royal Sed.	1535	135½‡	6.00x18	*3410*	4	Wood.	Steel	Steel.	Mohair.	Py-Fa.	Pyrox	1	A.	No.	Yes.	Yes	No.	Yes.	Yes.	No.	Yes.	No.	I,T,D,F.
Chrysler Imp. 80	Spt. Phaeton.	3855	191‡	7.00x18		4	Wood.	Steel		Leather	Fabric.	Pyrox					Yes.	Yes.						I, T, F.
	Sedan	2975	191‡	7.00x18	*4125*	4	Wood.	Steel		Mohair.	Py-Fa.	Pyrox	1	A.	Yes.	Yes.	Yes.		Yes.	Yes.	No.	Yes.	Yes.	I,T,D,F.
Cunningham V-8	Touring		132	32x6.75		4									Yes.		Yes.		Yes.	Yes.	No.	Yes.	Yes.	
	Enc. Dr. Lim.		132	32x6.75																				
De Soto	Touring	845	169‡	5.00x19	2445	4	M&W.	Steel		Leather		Pyrox		A.	No.	Yes	Yes.	No.	No.	Yes.	No.	No.	No.	I.
	Sedan	845	169‡	5.00x19	2580	2	M&W.	Steel	Steel.	Velour		Pyrox		A.	No.	Yes	Yes.	No.	No.	Yes.	No.	No.	No.	I, D.
Dodge Bros. Six	Phaeton	1025	112	29x5.50		4	Steel.	Steel		Leather	Fabric.	Pyrox	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I.
	Sedan	995	112	29x5.50		4	Steel.	Steel.	Steel.	Mohair.	Fabric.	Pyrox	1		Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	I, D.
Dodge Bros. Senior 6	Sedan	1495	120	31x6.00		2	M&W.	Steel.	Steel.	Varies.	Fabric.	Pyrox	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	I, D.
du Pont E	Touring	2800	125	32x6.20	3850	4	M&W.	Alum.	Fabric.	Leather	Fabric.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	
	Coupe.	3200	125	32x6.20	3850		M&W.	Alum.	Alum.	Broad.	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D.
du Pont G	Spt. Phaeton.	4560	141	32x6.50	4400	4						Pyrox		B.	Yes.	Yes	Yes.	No.	No.	Yes.	No.	Yes.	Yes.	
	Club Sedan.	4360	141	32x6.50	4400							Pyrox		A.	Yes.	Yes.	Yes.	No.	No.	Yes.	No.	Yes.	Yes.	D.
Durant 40	Touring		107	28x4.75		4	M&W.	Steel				Pyrox	1	A.	No.		Yes.							
	Coach.		107	28x4.75		2	M&W.	Steel	Steel.			Pyrox	1	A.	No.		Yes.							D.
Durant 60	Touring	650	109	29x5.00		4						Pyrox	1	A.										
	Coach.	695	109	29x5.00		2						Pyrox		A.										
Durant 66	Sedan	975	112	29x5.00		4						Pyrox		A.	Yes.		Yes.		Yes.	Yes.				D.
Durant 70	Sedan	1285	119	29x5.50		4						Pyrox		A.	Yes.		Yes.							D.
Elcar 75	Touring	1075	117	29x5.00		4	Wood.	Steel.		Leather	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	No.	No.	F, I.
	Club Sedan.	1095	117	29x5.00		4	Wood.	Steel.	Fabric.	Velour	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	No.	No.	F, I, D.
Elcar 95	Touring	1495	123	30x5.50		4	Wood.	Steel.	Fabric.	Leather	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	No.	No.	F, I.
	Club Sedan.	1395	123	30x5.50		4	Wood.	Steel.	Fabric.	Velour	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	No.	No.	F, I, D.
Elcar 96	Roadster	1635	123	30x5.50		2	Wood.	Steel.		Leather	Im.Lea.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	F, I.
	Coupe.	1665	123	30x5.50		2	Wood.	Steel.	Fabric.	Velmo.	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	F, I, D.
Elcar 120	Roadster	2265	127	6.50x20		2	Wood.	Steel.		Leather	Im.Lea.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	F, I.
	Coupe.	2295	127	6.50x20		2	Wood.	Steel.	Fabric.	Velmo.	RCF.	Pyrox		A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	F, I, D.
Erskine Six 52	Club Sedan.	860	109	20x4.75	2535	2	M&W.	Steel.	Steel.	Velour		Pyrox		A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	I, T, D.
Essex Challenger	Phaeton.	695	110½	30x5.00		4	Metal.	Steel.		Leather	Im.Lea.	Pyrox	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D.
	Coach.	695	110½	30x5.00		2	Metal.	Steel.	Steel.	Velour	Im.Lea.	Pyrox	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D.
Ford A	Phaeton.	460	103½	30x4.50	2150	4	M&W.	Steel.		Im. Lea	RCF.	Pyrox	1	B.	No.	Yes.		No.	No.	Yes.	No.	No.	No.	D, I.
	2-Door Sedan.	495	103½	30x4.50	2336	2	M&W.	Steel.	Steel.	Wo. Fa.	RCF.	Pyrox	1	B.	No.	Yes.		No.	No.	Yes.	No.	No.	No.	D, I.
Franklin 130	Sedan	2180	120	31x6.00			M&W.	Steel.	Steel.	M or B.	RCF.	Pyrox			Yes.	Yes.				Yes.				I, D.
Franklin 135	Sedan	2485	125	31x6.50			M&W.	Steel.	Steel.	M or B.	RCF.	Pyrox			Yes.	Yes.				Yes.				I, D.
Franklin 137	Spt. Touring	2785	132	31x6.50		4	M&W.	Steel.		Leather	Fabric.	Pyrox			Yes.	Yes.								I.
Gardner 120	Spt. Sedan.	1295	120	29x5.50	3300	4	Wood.	Steel.	Steel.	Optional.	Py-Fa.	Pyrox	1	A.		Yes	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D, E.
Gardner 125	Brougham.	1875	125	31x6.00	3475	4	Wood.	Steel.	Steel	Optional.	Py-Fa.	Pyrox	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes	No.	I, D, F.
Gardner 130	Spt. Sedan.	1995	130	30x6.50			Wood.	Steel.	Steel.		Py-Fa.	Pyrox	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D. F.
Graham-Paige 612	Touring	935	112	5.00x19		4	M&W.	Steel.		Leather		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, S.
	Sedan.	885	112	5.00x19		2	M&W.	Steel.	Steel.	Mohair.		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D, S.
Graham-Paige 615	Touring	1195	115	5.50x19		4	M&W.	Steel.		Leather		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	I, S.
	Sedan.	1155	115	5.50x19		2	M&W.	Steel.	Steel.	Mohair.		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D, S.
Graham-Paige 621	Touring	1865	121	6.00x19		4	M&W.	Steel.		Leather		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	I, S.
	Sedan.	1595	121	6.00x19		4	M&W.	Steel.	Steel.	Mohair.		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	I, D, S.
Graham-Paige 827	Touring	2195	127	6.50x19		4	M&W.	Steel.		Leather		Pyrox	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	I, S.
	Sedan.	1925	127	6.50x19		4	M&W.	Steel.	Steel.	Mohair.		Pyrox	1	A.	No.	Yes.	Yes	No.	Yes.	Yes.	No.	Yes.	Yes.	I, D, S.
Graham-Paige 837	Sedan	2355	137	6.50x19		4	M&W.	Steel.	Steel.	Mohair.		Pyrox	1	D.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	I, D, S.
Hudson 122	Phaeton.	1350	122	31x6.00		4	Steel.	Steel.		Varies.	Im.Lea.	Pyrox		A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I.
	Coach.	1095	122	31x6.00		2	Steel.	Steel.	Steel.	Varies.	Im.Lea.	Pyrox	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D.
Hudson 139	Spt. Phaeton.		139	31x6.00		4						Pyrox					Yes.	No.	Yes.	Yes.	No.	No.	No.	I.
	Spt. Sedan.	1850	139	31x6.00								Pyrox					Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D.
Hupmobile A	Phaeton.	1425	114	29x5.50	2900	4	M&W.	Steel.		Leather		Pyrox		A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	I.
	Sedan.	1345	114	29x5.50	2975	2	M&W.	Steel.	Steel.	Mohair.		Pyrox		A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	I, D.
Hupmobile M	Phaeton.	1905	120	31x6.00	3285	4	M&W.	Steel.		Leather		Pyrox		A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I.
	Sedan.	1825	120	31x6.00	3385	2	M&W.	Steel.	Steel.	Mohair.		Pyrox		A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	I, D.
Jordan E	Touring		116	28x5.50		4	M&W.	Steel.		Leather		Pyrox		A.		Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, F.
	Sedan.		116	28x5.50			M&W.	Steel.		Broad.		Pyrox		A.		Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, D, F.

ABBREVIATIONS:

*—Italics denote shipping weight.
‡—Overall length.
°—Others furnished.
A—Artillery.
A & S—Aluminum and steel.
Alum—Aluminum
B—Wire. (Wheels)
Broad—Broadcloth.
C—Optional. (Wheels)
Cord—Corduroy.
D—Disk (wheels).
D—Door (lock).
En Py—Enamel & Pyroxylin.
F—Fedco Numbering.
Fab Lea—Fabric Leather.
G—Gearset.
I—Ignition.
Im. Lea—Imitation Leather
M or B—Mohair or Broadcloth
M&W—Metal and Wood.
Mo Ve—Mohair-Velour
Mo Vel—Mohair-Velvet.
O—Optional. **Opt**—Optional.
Py-Fa—Pyroxylin Fabric.
Pyrox—Pyroxylin Finish.
RCF—Rubber Coated Fabric.
S—Steering Wheel.
T—Spare Tire.
Wo-Fa—Worsted Fabric.

ment Specifications

ced 4-5 passenger open and closed bodies fitted on each chassis

MAKE & MODEL OF CHASSIS	GENERAL					BODY							EQUIPMENT										
								Covering Materials															
	Body Model	Price ($)	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)*	Number of Doors	Body Framework Material	Body Panels	Rear Upper Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Bumper	Snubbers or Shock Absorbers Fitted?	Windshield Wiper	Trunk Rack	Engine Thermometer	Dash Gas. Gage	Car Heater	Cigar Lighter or Smoking Set	Clock	Locks and Theft-proof Devices
Jordan	Sportster		125	30x6.00			M&W	Steel		Leather		Pyrox		A		Yes	Yes		Yes	Yes		Yes	Yes	I
	Sedan		125	30x6.00			M&W	Steel		Broad		Pyrox		A		Yes	Yes		Yes	Yes		Yes	Yes	I, D
Kissel	**6-73** Brougham	1595	117	30x6.00	*3160*	4	Wood	Steel	Fabric	Mohair		Pyrox	1	A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	I, D
	Tourster	2195	125	30x6.00	*3495*		Wood	Steel		Leather		Pyrox	1	A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	I
Kissel	**8-95** Bro'm Sed	1995	125	30x6.00	*3495*	4	Wood	Steel	Fabric	Mohair		Pyrox	1	A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	I,D
	Tourster	3275	132	30x6.75	*4030*	4	Wood	Steel	Fabric	Leather		Pyrox	1	B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I
Kissel	**8-126** Bro'm. All Yr	3185	132	30x6.75	*3990*	2	Wood	Steel	Fabric	Optional		Pyrox	1	B	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I, D
	Phaeton	2295	125	6.50x19	4170	4	Wood	Steel		Leather	Optional	Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I
La Salle	**328** Family Sed	2450	134	6.50x19	4580	2	Wood	Steel	Steel	Broad	Optional	Pyrox		A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I, D
	Spt. Phaeton	4650	136	32x6.75	4910	4	M&W	Alum		Leather	Fabric	Pyrox	1	B	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	I, S
Lincoln	**8** Coupe	4800	136	32x6.75	4805		M&W	Alum	Alum	Optional	Im.Lea	Pyrox	1	A	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes	I, S, D
	Phaeton	3350	130	30x6.50		4	Wood	Steel					1	A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	G
	Sedan	2650	130	30x6.50		4	Wood	Steel	Steel					A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	G, D
Locomobile	**8-80** Spt. Touring	3100	130	32x6.00	3072	4	Wood	Steel		Leather	Fabric		2	B	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	T
	Sedan	2650	130	32x6.00	3950	4	Wood	Steel	Steel	Broad	RCF		1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	D
	Sportif	§	142	33x6.75	5030	4	Wood	Alum		Leather	Py-Fa		2	A	Yes	Yes	Yes	No	No	No	No	No	Yes	I, T
Locomobile	**48** Vic. Sedan	§	142	33x6.75	5600	4	Wood	Alum	Alum	Broad	Leather		2	A	Yes	Yes	Yes	No	No	No	No	No	Yes	D, I, T
	Sportif	5900	138	33x6.75	4475	4	Wood	Alum		Leather	Fabric		2	A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Locomobile	**90** Vic. Sedan	7300	138	33x6.75	4842	4	Wood	Alum	Alum	Broad	Leather		2	A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	D
Marmon	**68** Sedan	1465	114	29x5.50	2896	4	M&W	Steel	Steel	Broad	Im.Lea	Pyrox		A	No		Yes	No	Yes	Yes	No	Yes	No	I,T,D,F
Marmon	**78** Sedan	1965	120	31x6.00	3182		M&W	Steel	Steel	Broad	Im.Lea	Pyrox		A	No		Yes	No	Yes	Yes	No	Yes	Yes	I,T,D,F
Moon	**6-72** Sedan	1395	120	29x5.50		4	M&W	Steel	Steel	Mohair	Im.Lea	Pyrox		A	No	Yes	Yes	No	Yes	Yes	No	No	No	G
Nash	**Std. 6** Phaeton	935	112¼	30x5.00	*2500*	4	M&W	Steel		Leather	RCF	Pyrox	1	C	Yes	Yes	Yes	No	Yes	Yes	No	No	No	G,I,T
	Sedan	885	112¼	30x5.00	*2625*	2	M&W	Steel	Steel	Velour	RCF	Pyrox	1	C	Yes	Yes	Yes	No	Yes	Yes	No	No	No	G,I,T
Nash	**Spec. 6** Phaeton	1250	116	29x5.50	*3150*	4	M&W	Steel		Leather	RCF	Pyrox	1	C	Yes	Yes	Yes	No	Yes	Yes	No	No	No	G,I,T
	Sedan	1260	116	29x5.50	*3400*	2	M&W	Steel	Steel	Mohair	RCF	Pyrox	1	C	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	G,I,T
Nash	**Adv. 6** Sedan	1480	121	32x6.00	*3760*	2	M&W	Steel	Steel	Mohair	RCF	Pyrox	1	C	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	G,I,T
Oakland	**AA-6** Spt. Phaeton	1145	117	29x5.50	*2970*	4	M&W	Steel		Leather	RCF	Pyrox		A	No	Yes	Yes	No	No	Yes	No	No	No	G
	Sedan	1145	117	29x5.50	*3070*	2	M&W	Steel	Steel	Mohair	RCF	Pyrox		A	No	Yes	Yes	No	No	Yes	No	No	No	G
Oldsmobile	**F-29** Spt. Touring	945	113½	28x5.00		4	M&W	Steel	Fabric	Leather	Fabric	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	No	No	I
	Sedan	875	113½	28x5.00		2	M&W	Steel	Steel	Mohair	RCF	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	No	D, I
Oldsmobile	**Spec.** Spt. Phaeton	1020	113½	28x5.00		4	M&W	Steel	Fabric	Leather	Fabric	Pyrox	1		Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	I
	Sedan	950	113½	28x5.00		2	M&W	Steel	Steel	Mohair	RCF	Pyrox	1		Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	D, I
Oldsmobile	**DeLuxe** Phaeton	1075	113½	28x5.00		4	M&W	Steel	Fabric	Leather	Fabric	Pyrox	1	B	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	I
	Sedan	1105	113½	28x5.00		4	M&W	Steel	Steel	Mohair	RCF	Pyrox	1	B	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	D, I
Overland Whip.96-A	Touring	475	103¼	28x4.75		4	M&W	Steel		Im. Lea		Pyrox		A	No	Yes	Yes	No	No	No	No	No	No	No	I
	Coach	535	103¼	28x4.75		2	M&W	Steel	Steel	Corduroy		Pyrox		A	No	Yes	Yes	No	No	No	No	No	No	No	I, D
Overland Whip.98-A	Touring	635	112½	29x5.00		4	M&W	Steel		Im. Lea		Pyrox		A	No	Yes	Yes	No	No	No	No	No	No	No	I
	Coach	695	112½	29x5.00		2	M&W	Steel	Steel	Velour		Pyrox		A	No	Yes	Yes	No	No	No	No	No	No	No	I, D
Packard	**626** Sedan	2435	126	32x6.00	4185	4	M&W	Steel	Steel	Broad		Pyrox		D	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I, D
	Phaeton	2535	133	32x7.00	3905	4	M&W	Steel		Im. Lea		Pyrox		D	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I
Packard	**633** Club Sedan	2735	133	32x7.00	4240		M&W	Steel	Steel	Broad		Pyrox		D	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I, D
	Phaeton	3175	140	32x7.00	4370	4	M&W	Steel		Im.Lea		Pyrox		D	Yes	Yes	Yes		Yes	Yes		Yes	Yes	I
Packard	**640** Club Sedan	3750	140	32x7.00	4655		M&W	Steel	Steel	Broad		Pyrox		D	Yes	Yes	Yes		Yes	Yes		Yes	Yes	I, D
	Phaeton	4585	145	32x7.00	4870	4	M&W	Steel		Im. Lea		Pyrox		D	Yes	Yes	Yes		Yes	Yes		Yes	Yes	I
Packard	**645** Coupe	5735	145	32x7.00			M&W	Steel	Steel	Broad		Pyrox		D	Yes	Yes	Yes		Yes	Yes		Yes	Yes	I, D
	Roadster		116	29x5.25		4	M&W	Steel		Leather		Pyrox		A	No	Yes	Yes	No	Yes	Yes	No	No	No	I, S
Peerless	**6-61** Sedan		116	29x5.25		2	M&W	Steel	Steel	Velour		Pyrox		A	No	Yes	Yes	No	Yes	Yes	No	No	No	D, I, S
	Phaeton	1540	116	29x5.50	3135	4	M&W	Steel		Leather		Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	I
Peerless	**6-81** Sedan	1595	116	29x5.50	3305	4	M&W	Steel		Mohair		Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	I, D
	Touring	1795	120	31x6.00		4						Pyrox			Yes	Yes								
Peerless	**6-91** Sedan	1895	120	31x6.00	3355	4						Pyrox		C	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	D
Peerless. Str. Eight	Sedan	2195	130	31x6.50		4						Pyrox		B	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	I, D
Pierce-Arrow	**133** Spt. Touring	2975	133	19x6.50			M&W	Steel		Leather		Pyrox		A	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	I, S
	Brougham	2775	133	19x6.50			M&W	Steel	Steel	Broad		Pyrox		A	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	I, S, D
Plymouth	Touring	695	169‡	4.75x20	*2255*	4	M&W	Steel		Leather		Pyrox		A	No	Yes	No	No	No	No	No	No	No	I
	Sedan	675	169‡	4.75x20	*2380*	2	M&W	Steel	Steel	Velour		Pyrox		A		Yes	No	No	No	No	No	No	No	I, D
Pontiac	**Six** Spt. Phaeton	775	110	29x5.00		4	M&W	Steel		Leather		Pyrox		A	No		Yes	No	No	Yes	No	No	No	I
	Sedan	745	110	29x5.00		2	M&W	Steel	Steel	Corduroy		Pyrox		A	No		Yes	No	No	Yes	No	No	No	I, D
Reo	**The Master** Brougham	1595	121	30x6.20	3535	2	M&W	Steel	Steel	Mohair		Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	No	No	D
Reo	**The Mate** Sedan	1395	115	30x6.00		4	M&W	Steel	Steel			Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	No	No	D
Roamer	**8-78** Sedan	1795	120	32x6.00	3440	2				Mohair		Pyrox		C	No		Yes	No	Yes	Yes	Yes	No	No	D
Roamer	**8-80** Sedan	1985	126	32x6.00	3450	2				Mohair		Pyrox		A	No		Yes	No	Yes	Yes	Yes	No	No	D
Roamer	**8-88** Tourer	2495	136	32x6.20	3650	4				Leather		Pyrox		C	No		Yes	No	Yes	Yes	No	No	No	
	Sedan	2985	136	32x6.20	3880	4				Mohair		Pyrox		C	No		Yes	No	Yes	Yes	Yes	No	No	D
Stearns-Kni.	**M6-80** C. C. Sedan	2195	126	32x6.00	4098	4	Wood	Steel	Steel	Broad	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	I, D
Stearns-Kni.	**N6-80** Coupe	2345	134	32x6.20	4053	2	Wood	Steel	Steel	Broad	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	I
Stearns-Kni.	**H8-90** Sedan	5500	137	32x6.75	5108	4	Wood	Steel	Steel	Broad	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	G
Studebaker.	**Dict.** Sedan	1265	113	20x5.50	3280	4	M&W	Steel	Steel			Pyrox		A	No	Yes	Yes	No	Yes	Yes	No	No	No	I,S,T,D
Studebaker	**Com.6** Regal Road	1450	120	19x5.50		2	M&W	Steel				Pyrox		B	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I, S, T
	Sedan	1375	120	19.5.50		4	M&W	Steel	Steel			Pyrox		A	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I,S,T,D
Studebaker.	**Com. 8** Sedan	1525	120	19x5.50		4	M&W	Steel	Steel			Pyrox		A	No	Yes	Yes	No		Yes	No	Yes	Yes	I,S,T,D
Studebaker.Pres.125	Roadster	1785	125	20x6.00		2	M&W	Steel				Pyrox		B	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I,S,T
	Sedan	1785	125	20x6.00		4	M&W	Steel	Steel			Pyrox		A	No			No	Yes	Yes	No	Yes	Yes	I,S,T,D
Studebaker.Pres.135	Brougham	2350	135	19x6.50		4	M&W	Steel	Steel			Pyrox		B	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	I,S,T,D
Stutz	**M** Speedster	3635	134½	32x6.50		4	Wood	Alum		B or L	RCF	Pyrox		A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	I,S,T,F
	Coupe	3395	134½	32x6.50		2	Wood	Steel	Steel	Broad	Im.Lea	Pyrox		A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	I,S,T.FD
Willys-Kni.Great	**6** Touring	1850	126	32x6.00	3675	4	M&W	Steel		Leather		Pyrox		A	No	Yes	Yes	No	Yes	Yes	No	No	No	I
	Sedan	1995	126	32x6.00	4003	4	M&W	Steel	Steel	V or B		Pyrox		A	No	Yes	Yes	No	Yes	Yes	No	Yes	No	I, D
Willys-Kni.	**70B** Touring	1045	112½	18x5.50		4	M&W	Steel		Leather		Pyrox		B	No	Yes	Yes	No	Yes	Yes	No	No	No	I
	Coach	1045	112½	18x5.50		2	M&W	Steel	Steel	Velvet		Pyrox		B	No	Yes	Yes	No	Yes	Yes	No	No	No	I, D
Windsor.Wh.Pr.8-82	Phaeton	1845	125½	31x6.00		4						Pyrox		A					Yes	Yes	No	No	No	F
	Sedan	1845	125½	31x6.00								Pyrox		A					Yes	Yes	No	No	No	F, D
Windsor.Wh.Pr.8-92	Phaeton	1995	125½	31x6.50		4						Pyrox		A					Yes	Yes	No	No	No	F
	Sedan	1995	125½	31x6.50								Pyrox		A					Yes	Yes	No	No	No	F, D

ABBREVIATIONS:

*—Italics denote shipping weight
‡—Overall length.
°—Others furnished.
A—Artillery.
A & S—Aluminum and steel.
Alum—Aluminum.
B—Wire. (Wheels)
Broad—Broadcloth.
C—Optional. (Wheels)
Cord—Corduroy.
D—Disk (wheels).
D—Door (lock).
En Py—Enamel & Pyroxylin.
F—Fedco Numbering.
Fab Lea—Fabric Leather.
G—Gearset.
I—Ignition.
Im. Lea—Imitation Leather
M or B—Mohair or Broadcloth
M&W—Metal and Wood.
Mo Ve—Mohair-Velour
Mo Vel—Mohair-Velvet.
O—Optional. Opt—Optional.
Py-Fa—Pyroxylin Fabric.
Pyrox—Pyroxylin Finish.
RCF—Rubber Coated Fabric.
S—Steering Wheel.
T—Spare Tire.
Wo-Fa—Worsted Fabric.

British Passenger Car Chassis

NAME	H.P.	Wheelbase (Ins.)	Track (Ins.)	Tires (Ins.)	Number of Cylinders	BORE AND STROKE: M. M.	BORE AND STROKE: Ins.	Piston Displacement (Cu. In.)	Compression Ratio	Valve Location	Cylinders and Crankcase	Piston Material	CAM-SHAFT: Location	CAM-SHAFT: Drive	Cooling	OIL PRESSURE: Lb.	OIL PRESSURE: To	FUEL SYSTEM: Carburetor Make	FUEL SYSTEM: Fuel Feed	Ignition Current Source	TRANSMISSION: Clutch Type	TRANSMISSION: Gearset: Location	TRANSMISSION: Gearset: No. of Speeds	TRANSMISSION: Gearset: Lever Location	Universals Number and Type	REAR AXLE: Type	REAR AXLE: Final Drive	REAR AXLE: Gear Ratio	REAR AXLE: Propulsion Taken By	REAR AXLE: Torque Taken By	SPRINGS: Front	SPRINGS: Rear	BRAKES: Hand	BRAKES: Foot	BRAKES: 4-Wheel Operation	Steering Gear Type	Wheels Type	Chassis Weight (Lb.)
A. B. C.	12–40	102	47	28x3.5	2	69x91	2.7x3.6	80	.....	I..	Sep.	Al	CC..	Hel.	A.....		Spl...	Zen...	Grav..	M..	S.P.	Sep..	4	C..	1-Fab..	¾Fl..	Sp..	4.5	T.T.	T.T.	¼El	¼El	I.Rw.	E.Rw	.....	W.N..	Disk..	1300
A. C.	16–40	113	48	28x4.95	6	65x100	2.65x3.9	122	.....	I..	Int..	Al	OH..	Ch..	Pu....	25	abce..	Str....	Vac..	B..	S.P.	R.A..	3	R..	1-Met..	¾Fl..	Wo	4.5	T.T.	T.T.	¼El	¼El	I.Rw.	I.Fw	D.M..	Ca....	Disk..	1400
A. C.	16–66	119	48	28x4.95	6	65x100	2.65x3.9	122	.....	I..	Int..	Al	OH..	Ch..	Pu....	25	abce..	Str....	Vac..	M..	S.P.	R.A..	3	R..	1-Met..	¾Fl..	Wo	5	T.T.	T.T.	¼El	¼El	I.Rw.	I.Fw	D.M..	Ca....	Wire .	1350
Alvis	12–60	112	49	29x4.75	4	69x110	2.7x4.3	100	5.4	I..	Sep.	Al	CC..	Hel.	Th....	30	abe...	Sol....	Grav.	M..	S.P.	Sep..	4	R..	2-Met..	F.F..	Sp..	4.77	Sp.	Sp..	½El	½El	I.Fw.	I.Fw.	D.M..	Ca....	Wire..	1900
Alvis	14–75	118	49	29x4.75	6	63x100	2.5x3.9	114	5.7	I..	Sep.	Al	CC..	Ch..	Pu....	40	abe...	Sol....	Vac..	M..	S.P.	Sep..	4	R..	2-Met..	F.F..	Sp.	5.22	Sp.	Sp..	½El	½El	I.Fw.	I.Fw.	D.M..	Ca....	Wire..	2040
Alvis Front Drive	12–50	120	54	29x4.75	4	68x102	2.6x4.0	90	6.8	I..	Sep.	Al	OH..	Hel.	Pu....	45	abc...	Sol....	Grav.	M..	S.P.	Eng..	4	R..	4-Met..		Sp.	4.77	Sp.	Eng.	Trans	¼El	I.Fw.	I.Fw.	D.M..	W.W..	Wire..	1570
Argyll	12	111	50	28x4.95	4	68x103	2.6x4.0	91	5.0	Sl..	Int..	CI..	CC..	Hel.	Th....	15	ace...	Zen....	Grav.	M..	S.P.	Eng..	4	R..	2-Fab..	F.F	Sp..	4.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M..	Ca....	H.S..	1450
Argyll	14	111	50	28x4.95	4	71x103	2.8x4.0	99	5.5	Sl..	Int..	Al	CC..	Hel.	Th....	15	ace...	Zen....	Grav.	M..	S.P.	Eng..	4	R..	2-Fab..	F.F.	Sp..	4.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M..	Ca....	H.S..	1450
Armstrong Siddeley	12	105	56	27x4.40	6	56x84	2.2x3.3	75	.....	I..	Int..	Al	CC..	Ch..	Th....	20	abce..	Cla....	Grav..	M..	S.P.	T.T.	3	C.	2-Met..	½Fl..	Sp..	5.1	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M..	Sp....	Disk..	.....
Armstrong Siddeley	14	114	56	30x5.00	4	76x102	3.0x4.0	113	.....	I..	Int..	Al	CC..	Ch..	Pu....	20	abce..	Cla....	Grav..	M..	S.P.	T.T.	3	C.	2-Met..	½Fl..	Sp..	4.7	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M..	Sp....	Disk..	1790
Armstrong Siddeley	15	114	56	30x5.00	6	63x102	2.5x4.0	118	.....	I..	Int..	Al	CC..	Ch..	Pu....	20	abce..	Cla....	Grav..	M..	S.P.	T.T.	3	C.	2-Met..	½Fl	Sp.	5.5	T.T.	T.T.	½El	½El..	I.Rw.	I.Fw.	D.M..	Sp....	Disk..	1820
Armstrong Siddeley	20	120	56	31x5.25	6	73x114	2.87x4.5	172	.....	I..	Int..	Al	CC..	Ch..	Pu....	20	abce..	Cla....	Grav..	M..	S.P.	T.T.	3	C.	2-Met..	½Fl..	Sp.	5 1	T.T	T.T.	½El	Cant..	I.Rw.	I.Fw.	D.M..	W.W..	Disk..	2350
Armstrong Siddeley	30	135	56	32x5.00	6	90x133	3.50x5.25	302	.....	I..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Cla....	Vac..	M..	M.D.	T.T.	3	C.	2-Met..	½Fl.	Sp.	4.1	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	D.M..	W.W..	Disk..	2800
Arrol Aster	17–50	127	56	31x5.25	6	67.5x110	2.7x4.3	144	5.3	Sl	Sep.	Al	CC..	Ch..	Pu....	8	ab....	.....	Vac..	M..	S.P	Eng..	4	R..	1-Met..	F.F..	Sp..	4.73	T.T.	T.T.	½El	Cant..	I.Rw.	I.Fw.	D.M..	W.W..	Wire..	2050
Arrol Aster	21–60	135	56	33x6.00	6	75x115	2.9x4.5	186	5.5	Sl	Sep.	Al	CC..	Ch..	Pu....	8	ab....	.....	Vac..	M..	S.P	Eng..	4	R..	1-Met..	F.F	Sp.	4 2	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	D.M..	W.W..	Wire..	2360
Arrol Aster	23–70	135	56	33x6.00	8	67.5x110	2.9x4.3	192	5.3	Sl	Sep.	Al	CC..	Ch..	Pu....	8	ab....	.....	Vac..	M..	S.P	Eng..	4	R..	1-Met..	F.F..	Sp.	4.5	T.T.	T.T.	½El	Cant..	I.Rw.	I.Fw.	D.M..	W.W..	Wire..	2300
Arrol Aster	24–70	147	56	33x6.75	6	80x115	3.1x4.5	211	5.5	Sl	Sep.	Al	CC..	Ch..	Pu....	8	ab....	.....	Vac..	K..	D.P.	Eng.	4	R..	1-Met..	F.F.	Sp..	4 6	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw.	D.M..	W.W..	Wire..	2630
Ascot	18	116	56	30x5.00	6	69x108	2.7x4.25	147	5.0	L..	Int..	Al	CC..	Ch..	Pu....	20	ab....	Zen....	Grav..	M..	S.P	Eng..	3	C.	2-Met..	½Fl..	Sp..	5.1	Sp.	Sp..	½El	½El	E.Tr.	I.Fw	D.M..	Ca....	H.S..	1850
Aston Martin	12	114	52	29x4.40	4	69x99	2.73x3.9	90	6.0	I..	Int..	Al	OH..	Ch..	Pu....	20	abcde	S.U..	Pres..	M..	S.P	Sep..	4	R..	1-Met..	F.F..	Wo	5.25	T.T.	T.T.	½El	½El	I.Rw.	I.Fw.	D.M..	Ca....	Wire..	1680
Austin	7	75	40	26x3.50	4	56x76	2.2x3.0	45	.....	L..	Sep.	Al	CC..	Hel.	Th....	40	abe...	Zen....	Grav..	B..	S.P	Eng.	3	C.	1-Met..	¾Fl.	Sp..	4.9	Sp.	T.T.	Trans	¼El	I.Fw	I.Rw.	D.M	W.W..	Wire..	620
Austin	12	112	56	30x5.00	4	72x114	2.8x4.5	112	.....	L..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Zen....	Vac..	M..	S.P	Eng.	4	C.	F&M..	¾Fl..	Sp..	5 12	Sp.	Sp.	½El	½El	E.Tr.	I.Fw	D.M..	W.W..	H.S..	1830
Austin	16	112	56	30x5.00	6	65x111	2.57x4.3	137	.....	L..	Sep.	Al	CC..	Ch..	Th....	20	abce..	Zen....	Vac..	B..	S.P	Eng.	4	C.	F&M..	¾Fl..	Sp..	5 12	Sp.	Sp.	½El	½El..	E.Tr	I.Fw	D.M..	W.W..	Wire..	1940
Austin	20	136	56	32x6.00	4	95x127	3.75x5.0	220	.....	L..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Zen....	Vac..	M	S.P	Eng..	4	C.	2-Met..	¾Fl..	Sp..	3.93	Sp.	Sp.	½El	½El	E.Tr.	I.Fw	D.M..	W.W..	H.S..	2740
Austin	20	136	56	32x6.00	6	79x114	3.1x4.5	207	.....	L..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Zen....	Vac..	M	S.P	Eng..	4	C.	2-Met..	¾Fl..	Sp..	4 67	Sp.	Sp.	½El	½El	E.Tr.	I.Fw	D.M..	W.W..	Wire.	2800
Bayliss Thomas	12	108	52	27x4.40	4	69x100	2.7x3.9	91	4.6	I..	Int..	CI	CC..	Hel.	Th....		Spl..	Zen....	Grav..	M	Co..	Eng..	3	C.	2-Fab..	½Fl..	Sp..	4.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M..	Ca....	H.S..	1680
Bean	14	120	56	30x5.00	4	75x130	2.9x5.1	140	5.27	L..	Int..	Al	CC..	Hel.	Th....	20	abce..	Sol....	Vac..	B..	S.P	Sep..	4	R..	1-Met..	¾Fl..	Wo	4.6	T.T.	T.T.	½El	¼El	I.Rw.	I.Fw.	Ser...	W.S..	H.S..	2000
Bentley	16	130	54	32x5.00	4	80x149	3.1x5.8	183	4.75	I..	Sep.	Al	OH..	Bev	Pu....	10	abce..	Smi....	Vac..	M	Co.	Sep.	4	R..	2-Met..	½Fl..	Sp..	4.23	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M..	W.W..	Wire..	2690
Bentley	25	130	54	32x5.25	4	100x140	3.9x5.5	268	5.3	I..	Sep.	Al	OH..	Bev.	Pu....	10	abce..	S.U..	Vac..	M	S.P	Sep.	4	R..	2-Met..	½Fl.	Sp..	3.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M..	W.W..	Wire..	2800
Bentley	37	145	54	33x6.75	6	100x140	3.9x5.5	402	4.4	I..	Sep.	Al	OH..	Ecc	Pu....	10	abce..	Smi....	Vac..	K..	S.P	Sep.	4	R..	2-Met..	½Fl..	Sp..	3.8	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	Vac..	W.S..	Wire..	3590
Beverley	20	134	56	30x5.75	8	63.5x108	2.5x4.25	167	.....	I..	Sep.	Al	OH..	Ch..	Pu....	40	abce..	Zen....	Vac..	B.	S.P	Eng..	4	R..	2-Met..	F.F..	Sp.	4.7	Sp.	Sp.	½El..	½El	I.Rw.	I.Fw	Vac..	Ca....	Wire..	3470
Brecklebank	15	116	56	30x5.25	6	63.5x108	2.5x4.25	125	5.25	I..	Int..	Al	CC..	Ch..	Pu....	25	abe...	Smi....	Vac..	M	S.P	Eng..	3	C.	2-Met..	¾Fl..	Sp..	5.1	Sp.	Sp	½El	½El	I.Tr..	I.Fw	Hyd	W.W..	H.S..	2328
Calthorpe	10	106	48	27x4.40	4	65x100	2.57x3.9	80	5.4	L..	Sep.	Al	CC..	Ch..	Th....	15	ab....	Sol....	Grav.	M	Co.	Eng..	3	R..	1-Met..	½Fl.	Sp..	4.7	T.T.	T.T.	¼El	¼El	I.Rw.	I.Fw	D.M..	W.W..	Disk..	1100
Calthorpe	12	108	48	28x4.95	4	69x100	2.7x3.9	91	5.2	L..	Sep.	Al	CC..	Ch..	Pu....	4	Spl..	Zen....	Grav.	M	M.D	Eng..	4	R..	2-Fab..	½Fl..	Sp.	4.8	Sp	Sp	½El	½El	I.Rw.	I.Fw	D.M..	W.W..	H.S..	1200
Clyno	9	87	45	27x4.00	4	58x90	2.3x3.5	58	5.0	L..	Eng	CI..	CC..	Hel.	Th....	4	abe...	Cox....	Grav.	B.	S.P	Eng.	3	C.	2-Fab..	½Fl..	Sp..	5.5	Sp.	T.A.	½El	¼El	I.Rw.	I.Fw	D.M.	W.N..	H.S..	1000
Clyno	12	108	48	30x5.00	4	69x105	2.75x4.2	97	4.8	L..	Eng	CI..	CC..	Ch.	Th....	20	abce..	Cox....	Vac..	M	Co.	T.T.	3	C.	1-Fab..	½Fl..	Sp..	5.0	T.T.	T.T.	½El	¼El	I.Fw	I.Fw	D.M.	W.N..	H.S..	1400
Crossley	16	123	56	30x4.75	6	65x100	2.7x3.9	121	5.0	I..	Int..	Al	CC..	Ch..	Pu....	30	abe...	Str....	Vac..	M	S.P	Eng..	4	R..	2-Met..	½Fl..	Sp..	5.0	Sp..	Sp..	½El	½El	I.Rw.	I.Fw	D.M..	W.S..	Wire..	1930
Crossley	21	125	56	31x5.25	6	75x120	2.9x4.75	194	5.0	I..	Sep.	Al	CC..	Ch..	Pu....	30	ab....	Str....	Vac..	M	S.P	Eng..	4	R..	2-Met..	½Fl..	Sp.	4.3	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W..	Wire.	2464
Daimler	16–55	117	52	31x5.25	6	65x94	2.55x3.7	114	.....	Sl	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Own....	Vac..	B.	S.P	Eng..	3	C.	2-Met..	½Fl..	Wo	5 4	Sp..	Sp.	½El	½El	I.Tr..	I.Fw	Vac..	Ca....	Wire.	2010
Daimler	20–70	135	55	32x6.00	6	73.5x104	2.9x4.1	161	.....	Sl..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Own....	Vac..	B.	S.P	Sep.	4	C.	2-Met..	½Fl..	Wo	5 4	Sp..	Sp.	½El	½El	I.Tr..	I.Fw	Vac..	W.S..	Wire.	2460
Daimler	25–85	145	55	32x6.00	6	81.5x114	3.2x4.5	218	.....	Sl..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Own....	Vac..	K..	S.P	Sep.	4	C.	2-Met..	½Fl..	Wo	5 1	Sp..	Sp.	½El	½El	I.Tr.	I.Fw	Vac..	W.S..	Wire.	3025
Daimler	35-120	148	60	33x6.75	6	97x130	3.8x5.1	351	.....	Sl..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Own....	Vac..	K..	S.P	Sep.	4	C.	2-Met..	F.F..	Wo	3.8	Sp..	Sp.	½El	½El	I.Tr..	I.Fw	Vac..	W.S..	Wire.	3920
Daimler	30	143	54	32x6.00	12	65x94	2.55x3.7	228	.....	Sl..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Own....	Vac..	K..	S.P	Sep.	4	C.	2-Met..	½Fl..	Wo	5.1	Sp..	Sp.	½El	½El	I.Tr..	I.Fw	Vac.	W.S..	Wire.	3360
Daimler	50	163	60	34x7.50	12	81.5x114	3.2x4.5	435	.....	Sl..	Sep.	Al	CC..	Ch..	Pu....	20	abce..	Own....	Vac..	K..	S.P	Sep.	4	C.	2-Met..	F.F..	Wo	4.9	Sp..	Sp.	½El	½El	I.Tr..	I.Fw	Vac.	W.S..	Wire.	4870
Frazer Nash	12	105	46	27x4.40	4	69x100	2.7x3.9	91	5.4	L..	Sep.	Al	CC..	Ch..	Th....	40	abce..	Sol....	Pres..	M	D.P.	Sep.	3	R..	2-Fab..	½Fl..	Ch..	3.8	R.R.	T.A.	¼El	¼El	I.Rw.	I.Fw	D.M.	Bev..	Wire.	1120
G. N.	12	102	54	28x3.50	4	70x80	2.75x3.15	75	.....	L..	Sep.	Al	CC..	Ch..	Th....	20	abe...	Sol....	Grav.	M	S.P	Sep.	3	R..	.....	.....	Ch..	3.2	R.R	T.A.	¼El	¼El	I.Rw.	I.Fw	D.M.	Bev.	Wire.	1180
G. W. K.	11	111	48	27x4.40	4	66x100	2.6x3.9	83	.....	L..	Int..	CI..	CC..	Ch..	Th....		Spl..	Zen....	Grav.	M	Fr..	.....	R..		2-Fab..	.....	I.G.	.....	Sp..	Sp.	¼El	¼El	E.Tr.	I.Fw	D.M.	Epic	Wire.	1340
Gwynne	10	96	46	27x4.40	4	63x100	2.5x3.9	76	.....	I..	Int..	Al	CC..	Hel.	Th....	20	abe...	Sol....	Grav.	B.	Co.	Sep.	3	C.	1-Fab..	½Fl..	Sp.	5.3	R.R	T.T.	½El	½El	I.Rw.	I.Fw	D.M..	W.W..	H.S.	1570
Hampton	9	105	50	27x4.40	4	63x100	2.5x3.9	76	5.0	I..	Int..	CI..	CC..	Hel.	Th....	10	Spl..	Sol....	Grav.	M	M.D	Eng..	4	R..	2-Fab..	½Fl..	Sp.	4.7	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M..	W.S..	H.S..	1680
Hampton	12	111	52	28x4.95	4	69x100	2.7x3.9	91	5.0	I..	Sep.	Al	CC..	Hel.	Th....	25	abce..	Sol....	Grav..	M	M.D	Eng..	4	R..	2-Fab..	½Fl..	Sp..	4.7	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M..	W.S..	H.S..	1750
H. E.	16	126	54	30x5.25	6	65x115	2.55x4.5	140	5.0	L..	Sep.	Al	CC..	Ch..	Pu....	30	abe...	Sol....	Vac..	B.	M.D	Sep.	4	R..	1-Met..	F.F	Sp..	4.7	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M..	W.S..	Wire.	2350
Hillman	14	114	56	29x5.25	6	72x120	2.8x4.75	119	5.0	L..	Int..	Al	CC..	Ch..	Th....	20	abce..	Zen....	Vac..	M	S.P	Eng..	4	R..	2-Met..	½Fl..	Sp..	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S..	1650
Hillman	20	120	56	29x5.50	8	63x105	2.5x4.13	160	5.0	I..	Int..	Al	CC..	Ch..	Pu....	20	abce..	Zen....	Vac.	B.	S.P	Eng..	4	R..	2-Met..	½Fl..	Sp..	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	Vac.	W.W..	Wire..	1850
Herstman	9	108	48	27x4.40	4	63x100	2.5x3.9	76	.....	I..	Int..	Al	CC..	Ch..	Th....	20	abc...	Zen....	Grav.	B.	S.P	T.T.	3	R.	1-Fab..	½Fl..	Sp.	5.0	T.T.	T.T.	Cant..	Cant..	I.Rw.	I.Fw	D.M...	Spur..	Wood.	1120
Hertsman	12	115	55	28x4.95	4	69x100	2.7x3.9	91	.....	L..	Int..	Al	CC..	St..	Th....	20	abc...	Zen....	Vac..	M	S.P	T.T.	3	R.	1-Fab..	½Fl..	Sp.	5.0	T.T.	T.T.	Cant.	Cant.	I.Rw.	I.Fw	D.M..	Spur..	Disk.	1680
Humber	9	102	48	27x4.40	4	58x100	2.3x3.9	64	5.5	F..	Sep.	Al	CC..	Hel.	Th....	30	abce..	Zen....	Vac.	B.	S.P	Eng.	3	R.	2-Fab..	½Fl..	Sp.	5.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S..	1290
Humber	16	122	56	30x4.75	6	65x106	2.55x4.2	128	5.4	F..	Int..	Al	CC..	Ch..	Pu....	30	abce..	Zen....	Vac.	B.	S.P	Sep.	4	R..	F&M..	½Fl..	Sp..	5.4	Sp.	Sp.	½El	½E..	I.Rw.	I.Fw	D.M.	W.W.	H.S..	1950
Humber	20	132	57	31x5.25	6	75x116	2.9x4.55	187	5 0	F..	Sep	Al	CC..	Hel.	Pu....	30	abce..	Zen....	Vac.	M	S.P	Sep.	4	R..	F&M..	½Fl.	Sp..	5.0	Sp.	Sp.	½El	½El.	I.Rw.	I.Fw	Vac.	W.W.	H.S..	2750
Invicta	20	120	48	28x4.95	6	72.5x120	2 8x4.75	181	5.3	I..	Sep.	Al	CC..	Ch..	Pu....	25	abce.	S.U..	Vac..	K..	S.P	Eng..	4	R..	2-Met..	½Fl..	Sp..	4.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw.	D.M...	Ca....	Wire.	2300
Invicta	29	120	52	30x5.25	6	88.5x120	3.5x4.75	272	5.9	I..	Sep.	Al..	CC..	Ch..	Pu....	25	abce.	S.U..	Vac..	K..	S.P.	Eng..	4	R..	2-Met..	½Fl..	Sp..	3.9	Sp.	Sp.	½El	½El.	I.Rw.	I.Fw.	D.M..	Ca....	Wire.	2576

Jowett	7	102	45	27x4.40	2	75x102	2.9x4.00	55	....	L.	Sep.	CI.	CC.	St.	Th.	10	abc.	Zen.	Grav.	B.	Co.	Eng.	3	R.	2-Fab.	½Fl.	Sp.	5.1	Sp.	Sp.	½El	½El	E.Rw	E.Fw	D.M.	Spur.	H.S.	1100
Lagonda	14	120	54	30x5.25	4	72x120	2.8x4.7	119	6.9	I.	Int.	Al	OH.	Ch.	Pu.	40	abce.	Zen.	Vac.	M	S.P	Sep.	4	R.	2-Met.	½Fl.	Sp.	4.2	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	Ca.	Wire.	2576
Lagonda	16	129	56	33x6.00	6	69x120	2.7x4.7	157	5.4	I.	Int.	Al	CC.	Ch.	Pu.	20	abce.	.....	Vac.	M	S.P	Sep.	4	R.	2-Met.	½Fl.	Sp.	5.3	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	Ca.	Wire.	2700
Lagonda	20	138	56	33x6.00	6	72x120	2.8x4.7	178	5.4	I.	Int.	Al	CC.	Ch.	Pu.	20	abce.	.....	Vac.	M	S.P	Sep.	4	R.	2-Met.	½Fl.	Sp.	5.3	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	Ca.	Wire.	2750
Lanchester	21	133	56	32x6 00	6	78.7x114	3.1x4.5	202	4.8	I.	Sep.	S&A	OH.	Wo	Pu.	45	abcd.	Smi.	Vac.	M	S.P	Eng.	4	R.	1-Met.	¾Fl.	Wo	4.86	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	D.M.	W.N.	Wire.	2670
Lanchester	30	142	56	32x6.00	8	78.7x114	3.1x4.5	270	4.8	I.	Sep.	S&A	OH.	Wo	Pu.	45	abcd.	.....	Vac.	K.	S.P	Eng.	4	R.	1-Met.	¾Fl.	Wo	3.78	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	D.M.	W.N.	Wire.	2910
Lanchester	40	150	58	33x6.75	6	102x127	4.0x5 0	376	4.8	I.	Sep.	S&A	OH.	Wo	Pu.	45	abcd.	Smi.	Vac.	K.	S.P	Eng.	3	R.	1-Met.	F.F.	Wo	3.56	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	Ser.	W.N.	Wire.	3360
Lea-Francis	12	111	49	27x4.40	4	69x100	2.7x3.9	91	.....	I.	Sep.	Al	CC.	Hel.	Th.	30	abc.	Sol.	Grav.	M	Co.	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.7	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	Disk.	1680
Lea-Francis	14	114	50	29x5.00	4	60x100	2.4x3.9	103	.....	I.	Sep.	Al	OH.	Ch.	Th.	30	abc	Sol.	Vac.	M	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	5.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	Ca.	Wire.	2570
Lea-Francis	16	115	56	31x5.00	6	65x100	2.55x3 .9	121	.....	I.	Sep.	Al.	OH.	Ch.	Th.	30	abc	Sol.	Vac.	M	S.P	Eng.	4	R.	2-Met.	½Fl.	Sp.	5.5	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	Ca.	Wire.	2700
Marendaz	11	104	48	27x4.40	4	69x100	2.7x3 .9	91	.....	L.	Sep.	Al	CC.	St.	Th.	25	abce.	Sol.	Vac.	M	Co.	Sep.	4	C.	1-Met.	½Fl.	Sp.	.....	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	D.M.	Ca.	Wire.	1450
Marendaz	14	111	48	27x4.40	8	52x88	2.0x3 .5	91	.....	F.	Sep.	Al	CC.	....	Pu.	25	abce.	Sol.	Vac.	M	Co.	Sep.	4	C.	1-Met.	½Fl.	Sp.	.....	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	D.M.	Ca.	Wire.	1600
M. G.	8	78	42	26x3.5	4	57x83	2.25x3 .25	55	.....	I.	Int.	Al	OH.	Bev.	Th.	20	abce.	S.U.	Grav.	B.	S.P	Eng.	3	C.	2-Fab.	¾Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	E.Tr	I.Fw	D.M.	W.W.	Wire.	.....
M. G.	14–40	106	48	28x4.95	4	75x102	2.9x4.0	110	.....	L.	Int.	Al	CC.	Hel.	Th.	5	ace.	Sol.	Grav.	M.	M.D.	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.42	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	Wire.	1770
M. G.	18–80	114	48	29x5.00	6	69x110	2.7x4.3	150	.....	I.	Int.	Al	OH.	Ch.	Pu.	25	ac.	S.U.	Pres.	B.	M.D	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.25	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	Wire.	1960
Morris Minor	8	78	42	26x3.5	4	57x83	2.25x3 .25	55	.....	I.	Int.	Al	OH.	Bev.	Th.	20	abce.	S.U.	Grav.	B.	S.P	Eng.	3	C.	2-Fab.	¾Fl.	Sp.	4.9	Sp.	Sp.	½El	½El	E.Tr.	I.Fw	D.M.	W.W.	Wire.	.....
Morris Cowley	12	105	48	27x4.40	4	69.5x102	2.7x4.0	94	.....	L.	Int.	Al	CC.	Hel.	Th.	5	ace.	S.U.	Grav.	M.	M.D.	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.75	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1450
Morris Oxford	14	107	48	29x5.00	4	75x102	2.9x4.0	110	.....	L	Int.	Al	CC.	Hel.	Th.	5	ace.	S.U.	Grav.	M.	M.D.	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.75	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1580
Morris Oxford	16	114	56	31x5 25	4	80x125	3.1x4 .9	152	.....	L.	Int.	Al	CC.	Hel.	Th.	25	abce.	S.U.	Vac.	M	S.P	Eng.	4	C.	1-Met.	¾Fl.	Wo	4.5	Sp.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	2270
Morris Six	18	117	56	30x5.25	6	69x110	2.7x4.3	150	.....	I.	Int.	Al	OH.	Ch.	Pu.	25	ac.	S.U.	Vac.	B.	M.D	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.77	Sp.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	2190
Orleans	20	126	56	33x6.00	4	80x130	3.1x5.1	158	.....	L.	Sep.	Al	CC.	....	Pu.	20	ab.	.....	Vac.	M	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	.....	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1790
Owen	60	150	58	36x5.00	8	90x150	3.5x6.1	465	.....	L.	Sep.	Al	CC.	....	Pu.	20	ab.	.....	Vac.	K.	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	.....	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	2910
Rhode	11	112	51	28x4.95	4	66x90	2 6x3 .5	75	....	I.	Int.	Al	CC.	Hel.	Th.	....	Spl.	Cox.	Grav.	M	S.P	Eng.	4	C.	1-Met.	½Fl.	Sp.	4.8	T.T.	T.T.	½El	¼El	E.Tr.	I.Fw	D.M.	W.W.	H.S.	1350
Riley	9	106	46	27x4.40	4	60 .3x95 .2	2.37x3 .75	66	5.6	I.	Int.	Al	CC.	Hel.	Th.	40	abce.	S.U.	Grav.	M.	S.P	Eng.	4	C.	1-Met.	½Fl.	Sp.	5.25	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	Wire.	1120
Riley	14	120	56	30x5.00	6	60 .3x95 .2	2.37x3 .75	99	5.6	I.	Int.	Al	CC.	Hel.	Pu.	40	abce.	.....	Vac.	B.	S.P	Eng.	4	C.	1-Met.	½Fl.	Sp.	5.75	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	Wire.	1790
Rolls-Royce	20	129	56	31x5.25	6	76x114	3.00x4.50	191	4.0	I.	Sep.	Al	CC.	Hel.	Pu.	20	abcde.	Own	Vac.	K.	S.P	Eng.	4	R.	2-Met.	F.F.	Sp.	4.55	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	Ser.	W.N.	Wire.	2540
Rolls-Royce	40	150	58	33x6.75	6	108x140	4.25x5 .50	470	4.5	I.	Sep.	Al	CC.	Hel.	Pu.	20	abcde.	Own	Vac.	K.	S .P.	Sep.	4	R.	Met.	F.F.	Sp.	3.45	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	Ser.	W.N.	Wire.	4300
Rover	10	104	48	27x4.40	4	63x95	2.50x3 .75	72	5.25	I.	Sep.	Al	CC.	Ch.	Pu.	25	abce.	B.B.	Grav.	M	S.P	Eng.	3	C.	1-Met.	¾Fl.	Wo	5 2	T.T.	T.T.	½El	¼El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1450
Rover	16	118	56	29x5.50	6	65x102	2.55x4.00	123	5.0	I.	Int.	Al	CC.	Ch.	Pu.	40	abce.	Zen.	Vac.	B.	M.D	Eng.	3	C.	1-Met.	¾Fl.	Sp.	5 3	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.S..	H.S.	2050
Singer	8	90	44	27x4.00	4	56x86	2.2x3.4	52	4.8	I.	Sep.	Al	OH.	Ch.	Th.	25	abce.	Sol.	Grav.	M	S.P	Eng.	3	C.	2-Fab.	½Fl.	Sp.	5.25	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	Pla.	Disk.	1060
Singer	12	108	52	28x4.95	4	69x105	2.7x4.2	95	4.8	I.	Sep.	Al	CC.	Hel.	Pu.	25	abce.	Sol.	Vac.	M	S.P	Eng.	3	R.	2-Fab.	½Fl.	Sp.	4 7	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	Vac.	Ca.	H.S.	1730
Singer	16	115	56	30x5.00	6	65 .5x95	2.57x3 .75	117	5.4	I.	Sep.	Al	CC.	Ch.	Pu.	25	abce.	Sol.	Vac.	B.	S.P	Eng.	3	R.	2-Fab.	½Fl.	Sp.	5.11	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	Vac.	Ca.	H.S.	1950
Standard	9	91	45	27x4.40	4	60 .3x102	2.38x4.00	70	5.0	L.	Int.	Al	CC.	Ch.	Th.	20	abce.	Zen.	Grav.	B.	S.P	Eng.	3	C.	2-Met.	½Fl.	Wo	5.0	Sp.	Sp.	½El	½El	I.Tr.	I.Fw	D.M.	W.W.	H.S.	1340
Standard	10	99	45	27x4.40	4	63 .5x102	2.50x4.00	78	5.0	L.	Int	Al	CC.	Ch.	Th.	20	abce.	Sol.	Grav.	B.	S.P	Eng.	3	C.	2-Met.	½Fl.	Wo	5.0	Sp.	Sp.	½El	½El	I.Tr.	I.Fw	D.M.	W.W.	H.S.	1400
Standard	15	111	54	29x5.00	6	63 .5x102	2.50x4.00	117	5.2	L.	Int.	Al	CC.	Ch.	Pu.	20	abce.	.....	Vac.	B.	S.P	Eng.	4	C.	2-Met.	½Fl.	Wo	5.25	Sp.	Sp.	½El.	½El	I.Fw.	I.Fw	D.M.	W.W.	H.S.	1850
Star	18	123	56	30x4.75	6	69x110	2.7x4.50	150	5.3	I.	Int.	Al	CC.	Hel.	Pu.	15	abce.	Cox.	Vac.	M	S.P	Eng.	4	R.	2-Fab.	½Fl.	Sp.	4.4	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M	W.W.	H.S.	2020
Star	20	135	56	33x6.00	6	75x120	2.9x4.73	194	5.2	I.	Int.	Al	CC.	Hel.	Pu.	15	abce.	Sol.	Vac.	M	D.P.	Eng.	4	Op.	2-Fab.	½Fl.	Sp.	4.8	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	Wire.	2630
Sunbeam	16	126	55	30x4.75	6	67 .5x95	2.65x3 .75	124	5.7	I.	Int.	Al	CC.	Hel.	Pu.	20	abc	Cla.	Vac.	K.	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.5	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	D.M...	W.N.	H.S.	2560
Sunbeam	20	124	55	31x5.25	6	75x110	2.9x4.50	178	5.5	I.	Int.	Al	CC.	Ch.	Pu.	20	abc	Cla.	Vac.	M	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.0	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	Vac.	W.N.	Wire.	2670
Sunbeam	21	130	55	31x5.25	6	75x110	2.9x4.50	178	6.4	I.	Int.	Al	OH.	Hel.	Pu.	20	abc	Cla.	Vac.	M	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.5	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	Vac.	W.N.	Wire.	2920
Sunbeam	25	137	57	33x6.00	6	80x120	3.1x4.73	220	5.0	I.	Int.	Al	CC.	Ch.	Pu.	25	abc	Cla.	Vac.	M	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.5	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	Vac.	W.N.	Wire.	3080
Sunbeam	35	147	59	35x6.75	8	85x120	3.3x4.73	332	5.1	I.	Int.	Al	CC.	Hel.	Pu.	20	abc	Cla.	Vac.	M	M.D	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.77	T.T.	T.T.	½El	Cant.	I.Rw.	I.Fw	Ser.	W.N.	Wire.	3920
Surrey	10	110	48	27x4.00	4	63x100	2.5x3.9	76	.....	I.	Sep.	Al	CC.	Ch.	Th.	10	a.	Zen.	Grav.	M	Co.	Eng.	3	R.	2-Fab.	½Fl.	Sp.	.....	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1510
Surrey	12	110	48	27x4.40	4	69x100	2.7x3.9	91	.....	I.	Sep.	Al	CC.	Ch.	Th.	10	a.	Zen.	Grav.	M	Co.	Eng.	4	R.	2 Fab.	½Fl.	Sp.	.....	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1570
Surrey	18	110	56	30x4.95	6	69x121	2.7x4.75	166	.....	L.	Sep.	Al	CC.	Ch.	Pu.	20	ab.	Zen.	Vac.	B.	S.P	Eng.	3	C.	2-Fab.	½Fl.	Sp.	.....	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1900
Swift	10	102	46	27x4.40	4	62 .5x97	2.46x3 .81	72	4.5	L.	Int.	Al	CC.	Hel.	Th.	25	abce.	Sol.	Grav.	M	S.P	Eng.	4	R.	2-Fab.	½Fl	Sp.	5 0	Sp	T.A.	½El	¼El	I.Rw.	I.Fw	D.M.	W.N.	H.S.	1470
Swift	14	114	52	31x5.25	4	72x120	2.8x4.75	119	4.5	L.	Int.	Al	CC.	Hel.	Th.	25	abce.	Sol.	Grav.	M	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5 0	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.N.	H.S.	1850
Talbot	14–45	120	56	31x4.75	6	61x95	2.4x3.75	101	5.0	I.	Int.	Al	CC.	Hel.	Th.	30	abce.	Smi.	Vac.	B.	S.P	Eng.	4	R.	1-Met.	½Fl.	Sp.	5 9	T.T.	T.T.	½El	½El	I.Rw.	I.Fw	D.M.	W.N.	H.S.	2020
Triumph	7	81	42	27x4.00	4	56 .5x83	2.22x3 .26	50	5.0	L.	Int.	Al	CC.	Ch.	Th.	10	abce.	Zen.	Grav.	M	S.P	Eng.	3	C.	2-Fab.	¾Fl.	Wo	5.75	Sp.	Sp.	½El.	½El	I.Tr.	I.Fw	Hyd.	W.W.	Wire	780
Triumph	15	112	56	30x5.50	4	77 .5x115	3.00x4.50	132	4.8	L.	Int.	Al	CC.	Ch.	Pu.	10	abce.	Zen.	Vac.	M	S.P	Eng.	3	C.	2-Fab.	½Fl.	Sp.	5.1	Sp.	Sp.	½El	½El	I.Tr.	E.Fw	Hyd.	Ca.	Wire	1900
Trojan*	10	96	48	28x3.50	4	63 .5x117	2.5x4.6	90	.....	V.	Int.	CI.	....	....	Th.	....	Fuel.	Ama.	Grav.	B.	....	Eng.	2	R.	....	....	Ch.	....	Sp.	Sp.	Cant.	Cant.	E.Tr.	I.Rw.	.....	Pla.	Disk.	1300
Turner	12	108	48	28x3.50	4	69x100	2.7x3.9	91	.....	L.	Int.	CI.	CC.	Hel.	Th.	10	a.	Zen.	Grav.	M	S.P	Eng.	3	C.	2-Fab.	F.F.	Sp.	5 0	R. R	T.A.	½El	¼El	I.Rw.	I.Rw.	.....	Ca.	H.S.	1350
Vauxhall	20–60	123	56	31x5.25	6	75x110	2.95x4.3	178	5.0	I.	Int.	Al	CC.	Ch.	Pu.	10	abce.	Cla.	Vac.	B.	S.P	Eng.	4	C.	2-Fab.	½Fl.	Sp.	4.73	Sp.	Sp.	½El	½El	E.Tr.	I.Fw	D.M.	Ca.	H.S.	2750
Waverley	16	120	51	31x5.25	6	65x100	2.55x3 .9	121	....	I.	Sep.	Al	CC.	Hel.	Pu.	....	ae.	Zen.	Vac.	M	Co.	Eng.	4	R.	2-Fab.	¾Fl.	Sp.	4.3	Sp.	Sp.	½El	¼El	I.Rw.	I.Fw	D.M.	Ca.	H.S.	2040
Whitlock	21	124	52	31x5.25	6	76x121	3.0x4.75	201	5.0	I.	Sep.	Al	CC.	Ch.	Pu.	10	abce.	Sol.	Vac.	M	S.P	Eng.	4	R .R	2-Met.	½Fl.	Sp.	4.5	Sp.	T.A.	½El	½El	I.Rw.	I.Fw	D.M.	Ca.	Wire.	2220
Wolseley	12	106	56	28x4.95	4	69 .5x101	2.75x4.0	94	5.0	I.	Int.	Al	OH.	Bev.	Th.	40	abce.	S.U.	Vac.	M	S.P	Eng.	4	C.	2-Fab.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1620
Wolseley	16	117	56	30x4.75	6	65x101	2.55x4.0	123	5.0	I.	Int.	Al	OH.	Bev.	Th.	40	abce.	S.U.	Vac.	M	S.P..	Eng.	4	C.	2-Fab.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	1950
Wolseley	21	117	56	30x4.75	6	75x101	2.95x4.0	163	5.0	I.	Int.	Al	OH.	Bev.	Th.	40	abce.	S.U.	Vac.	M	S.P	Eng.	4	C.	2-Fab.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	2000
Wolseley	21	127	56	31x5.25	8	65x101	2.55x4.0	164	5.0	I.	Int.	Al	OH.	Bev.	Pu.	40	abce.	S.U.	Vac.	B.	S.P	Eng.	4	C.	2 Fab.	½Fl.	Sp.	5.0	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M	W.W.	H.S.	2120
Wolseley	32	141	56	33x6.00	8	80x100	3.1x3.9	245	5.0	I.	Int.	Al	OH.	Bev.	Pu.	40	abce.	S.U.	Vac.	B.	S.P	Eng.	4	C.	2-Fab.	¾Fl.	Sp.	....	Sp.	Sp.	½El	½El	I.Rw.	I.Fw	D.M.	W.W.	H.S.	2460

ABBREVIATIONS:

A—Main Bearing (Oil System)
Al—Aluminum
Ama—Amac
B—Battery
b—Connecting Rods (Oil System)
Be—Bevel
C—Central
C—Camshaft (Oil System)
Ch—Chain
Ca—Cam
Cant—Cantilever
CC—In Crankcase
Cla—Claudel.
CI—Cast Iron
Co—Cone
d—Wrist Pins (Oil System)
DM—Direct Mechanical
DP—Dual Plate.
e—Timing Gears (Oil System)
½El—Half-elliptic
¼El—Quarter-elliptic
¾El—Three-quarter Elliptic
Eng—Unit with Engine
E.Rw—External Rear Wheels
E.Tr—External Transmission
E.Fw—External Four Wheels
F—In Head and Side
Fab—Fabric
F&M—One fabric & one metal
F.F—Full Floating
½Fl—Semi-floating
¾Fl—Three-quarter Floating
Fr—Friction Disk Transmission
Fuel—Oil mixed with fuel
Grav—Gravity
He—Helical Gear
H.S—Hollow Pressed Steel
Hyd—Hydraulic
Int.—Integral
I—Valves in Head
I.Fw—Internal Four Wheels
I.Rw—Internal Rear Wheels
I.Tr—Internal Transmission
K—Magneto and Battery
L—Valves at Side
M—Magneto
M.D—Multiple Dry Plate
Met—Metal
Opt—Optional
O.H—Overhead
Pla—Planetary
R—Right Hand
R.A—Unit with Rear Axle
R.R—Radius Rods
S&A—Steel and Aluminum
Sep—Separate
Sl—Sleeve Valves
Sp.B—Spiral Bevel
Sp—Spur Gears
S.P—Single Plate
Smi—Smith
Spl—Splash
Spr—Springs
Sol—Solex
St—Straight Bevel
Str—Stromberg
T.A—Torque Arm
Th.S—Thermo Siphon
T.T—Torque Tube
Tran—Transverse
V—Two cycle engine
Vac—Vacuum
Var—Various
Wo—Worm
W.N—Worm and Nut
W.S—Worm and Sector
W.W—Worm and Wheel
Zen—Zenith
*—Common Combustion Chamber for each pair of cyls.

Continental Passenger Cars

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio	No. of Main Bearings	Valves Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH																																							
Amilcar	104	47	12x45	4	60x110	2.36x4.33	77	5	2	L	4	Int	Al	CC	Pin	ThS	ab	Solex	Grav	S.E.V.	M	12	MD	Eng	4	C	1 Fab	Sp	5.1	Sp	TT	½El	Cant	IR	IF	Mech	WS	W
Amilcar	109	51		8	63x 80	2.48x3.14	120	5.1	5	I	8	Int	Al	CC	Ch	ThS	ab	Solex	Vac	S.E.V.	M	12	SP	Eng	4	C	1 Fab	Sp	4.9	Sp	TT	½El	½El	IR	IF	Mech	WW	W
Aries	116	45	12x45	4	60x 96	2.36x3.77	66	5	2	L	4	Int	Al	CC	Pin	ThS	abe	Solex	Grav	Voltex	M	12	MD	Eng	3	C	1 Fab	Sp	5	Sp	TT	½El	¼El	IT	IF	Mech	WS	D
Aries	116	45	13x45	4	60x 96	2.36x3.77	66	5	2	I	4	Int	Al	CC	Pin	ThS	abe	Solex	Grav	RB	M	12	MD	Eng	4	C	1 Fab	Sp	5	Sp	TT	½El	½El	IF	IF	Mech	WS	D
Aries	116	45	13x45	4	60x 96	2.36x3.77	66	5	2	I	4	Int	Al	OH	Pin	ThS	abe	Solex	Grav	Voltex	B	12	MD	Eng	4	C	1 Fab	Sp	4.7	Sp	TT	½El	½El	IF	IF	Servo	WS	W
Ballot	131	53	32x 6	8	66x105	2.59x4.13	175	4.5	9	I	8	Sep	Dur	OH	Bev	Pu	abce	Zenith	Vac	Delco	B	12	MD	Eng	4	C	2 Met	Sp	5.5	Sp	Sp	½El	½El	IR	IF	Servo	SN	W
Ballot	142	53	32x6.20	8	66x105	2.59x4.13	175	4.5	9	I	8	Sep	Dur	OH	Bev	Pu	abce	Zenith	Vac	Delco	B	12	MD	Eng	4	C	2 Met	Sp	5.5	Sp	Sp	½El	½El	IR	IF	Servo	SN	W
Benova	108	44	27x 4	4	59.5x85	2.33x3.34	57	5	2	L	4	Sep	CI	CC	Pin	ThS	abce	Solex	Grav	S.E.V.	M	6	SP	Eng	4	C	1 Fab	Wo	5.6	Sp	TT	½El	½El	IR	IF	Mech	WS	W
Benova	116	47	27x4.75	4	59x100	2.32x3.93	67	5	2	I	4	Sep	CI	CC	Pin	ThS	abce	Solex	Grav	S.E.V.	M	6	SP	Eng	4	C	1 Fab	Wo	5.6	Sp	TT	½El	½El	IR	IF	Mech	WS	W
Benova	130	52	28x5.50	8	63x80	2.48x3.14	121	6	9	L	8	Sep	AL	CC	Pin	Pu	abce	Solex	Vac	Voltex	B	12	SP	Eng	4	C	2 Met	Sp	6	Sp	Sp	½El	½El	IR	IF	Mech	WS	W
Berliet	114	51	13x45	4	65x112	2.55x4.4	90	4.7	3	L	4	Sep	Al	CC	Pin	Pu	abc	Zenith	Vac	S.E.V.	M	12	SP	Eng	3	C	1 Met	Sp	5.7	TT	TT	½El	½El	IR	IF	Mech	WW	D
Berliet	114	51	14x45	6	65x100	2.55x3.93	122	5	4	L	6	Sep	Al	CC	Ch	Pu	abc	Zenith	Vac	N-E	B	12	SP	Eng	3	C	1 Met	Sp	5.7	TT	TT	½El	½El	IR	IF	Mech	WW	A
Berliet	114	51	14x45	6	65x100	2.55x3.93	122	5.1	4	L	6	Sep	Al	CC	Ch	Pu	abc	Berliet	Vac	N-E	B	12	SP	Eng	3	C	1 Met	Sp	5.7	TT	TT	½El	½El	IR	IF	Mech	WW	A
Bignan	131	51	33x6	4	75x112	2.95x4.4	122	6	3	I	4	Sep	Al	OH	Bev	Pu	abce	Viel	Vac	Delco	B	12	SP	Eng	4	C	1 Met	Sp	5	Sp	TT	½El	½El	IR	IFT	Mech	WS	W
B. N. C	92	45	27x4	4	60x97	2.36x3.81	67	4.8	2	I	4	Sep	Al	CC	Pin	Pu	abce	Solex	Grav	Saga	M	12	SP	Eng	3	C	Met. Fab	Sp	4.07	Sp	TT	½El	Cant	IR	IF	Mech	Spec	W
B. N. C	92	45	27x4	4	62x94	2.44x3.7	67	4.77	2	I	4	Sep	Al	CC	Pin	Pu	abce	Solex	Grav	Saga	M	12	SP	Eng	3	C	Met. Fab	Sp	3.78	Sp	TT	½El	Cant	IR	IF	Mech	Spec	W
B. N. C	106	47	27x4.4	4	62x94	2.44x3.7	67	4.77	2	I	4	Sep	Al	CC	Pin	Pu	abce	Solex	Grav	Saga	M	12	SP	Eng	3	C	Met. Fab	Sp	4.5	Sp	TT	½El	Cant	IR	IF	Mech	Spec	W
B. N. C	110	47	27x4.4	4	62x94	2.44x3.7	67	4.77	2	I	4	Sep	Al	CC	Pin	Pu	abce	Solex	Grav	Saga	M	12	SP	Eng	3	C	Met. Fab	Sp	4.5	Sp	TT	½El	Cant	IR	IF	Mech	Spec	W
Brasier	106	48	815x115	4	58x90	2.28x3.54	67	5	2	I	4	Sep	Al	CC	Pin	ThS	abe	Solex	Grav	S.E.V.	M	12	SP	Eng	3	C	2 Fab	Sp	6.2	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Brasier	114	51	830x130	4	68x100	2.67x3.93	91	5	3	I	4	Sep	Al	CC	Ch	ThS	a	Zenith	Grav	Scin	M	12	SP	Eng	3	C	2 Fab	Sp	5	Sp	Sp	½El	½El	IR	IF	Mech	WS	D
Bucciali (front drive)	137	55	32x6.75	6	80x100	3.14x3.93	207	5	7	L	6	Sep	Al	CC	Ch	Pu	abc	Solex	Vac	Delco	B	12	SP		4	C						Rub	Rub	IR	IFR	Servo		Alp
Buchet	104	45	11x4.5	4	60x100	3.36x3.93	67		2	L	4	Sep	Al	CC	Ch	ThS	a	Zenith	Grav	Saga	M	12	Co	Eng	4	C	2 Fab	Sp	5.3	Sp	Sp	½El	½El	IR	IF	Mech	WW	D
Buchet	118	52	14x5	6	60x90	2.36x3.54	105	4.9	3	L	6	Sep	Al	CC	Pin	Pu	abce	Solex	Vac	Voltex	B	12	SP	Eng	4	C	2 Fab	Sp	5.4	Sp	Sp	½El	½El	IR	IF	Mech	WW	W
Bugatti	81	47	27x4.4	4	69x100	2.71x3.93	91	4.9	5	I	4	Sep	Al	OH	Bev	Pu	abc	Zenith	Vac	Delco	B	12	MD	Sep	4	C	1 Fab	Sp	4.2	Sp	RR	½El	¼El	IR	IF	Mech	WW	W
Bugatti*	116	49	28x4.95	8	60x100	2.36x3.93	140	5	5	I	4	Sep	Al	OH	Bev	Pu	abc	Zenith	Pres	S.E.V.	M	12	MD	Sep	4	C	1 Fab	Sp	4.1	Sp	RR	½El	¼El	IR	IF	Mech	WW	Al
Bugatti	123	49	28x4.95	8	69x100	2.71x3.93	181	4.9	9	I	4	Sep	Al	OH	Bev	Pu	abc	Scheb	Vac	Delco	B	12	MD	Sep	4	C	1 Fab	Sp	4.1	Sp	RR	½El	¼El	IR	IF	Mech	WW	W
La Buire	119	53	14x50	4	70x120	2.75x4.72	112	5	3	L	4	Sep	CI	CC	Ch	ThS	abc	Zenith	Vac	S.E.V.	M	12	MD	Eng	4	C	1 Met	Sp	4.7	Sp	TT	½El	½El	IR	IF	Mech	WW	W
La Buire	141	58	855x155	4	75x150	2.95x5.90	161	4.9	3	L	4	Sep	CI	CC	Ch	Pu	abc	Zenith	Vac	S.E.V.	M	12	Co	Eng	4	R	2 Met	Sp	7	Sp	Sp	½El	½El	IT	IF	Mech	WW	D
Charron	104	45	12x4.5	4	59x100	2.32x3.93	67	5	2	L	4	Sep	Al	CC	Ch	ThS	abc	Zenith	Grav	Voltex	B	12	SP	Eng	4	C	1 Met	Sp	5.4	Sp	TT	½El	½El	IF	IF	Mech	WS	D
Charron	115	49	14x45	6	62x100	2.44x3.93	109	5	3	L	6	Sep	Al	CC	Ch	ThS	abc	Zenith	Grav	Voltex	B	12	SP	Eng	4	C	1 Met	Sp	4.5	Sp	TT	½El	½El	IF	IF	Servo	SN	W
Chenard	104	49	12x45	4	69x 86	2.71x3.38	79	5	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	S.E.V.	M	12	SP	Eng	4	C	1 Met	Sp	5.5	Sp	Sp	½El	½El	IR	IF	Mech	WW	D
Chenard	100	49	13x45	4	69x100	2.71x3.93	91	4.9	2	F	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav	N-E	B	12	SP	Eng	4	C	1 Met	Sp	3.25	TT	TT	½El	½El	IR	IF	Mech	SN	D
Chenard	104	49	12x45	4	69x100	2.71x3.93	91	5	2	L	4	Int	Al	CC	Pin	ThS	abc	Solex	Grav	S.E.V.	M	12	SP	Eng	4	C	1 Met	Sp	5.5	Sp	Sp	½El	½El	IR	IF	Mech	WW	D
Chenard	122	52	14x45	4	69.5x115	2.73x4.52	106	4.9	2	L	4	Sep	Al	CC	Pin	ThS	abc	Solex	Grav	S.E.V.	M	12	SP	Eng	4	C	2 Met	Sp	3.43	Sp	Sp	½El	½El	IR	IF	Mech	SN	D
Chenard	122	52	14x50	6	70x107	2.75x4.2	149	5	4	F	6	Int	Al	CC	Pin	Pu	abc	Solex	Vac	N-E	B	12	SP	Eng	4	C	1 Met	Sp	3.4	Sp	TT	½El	½El	IR	IF	Mech	SN	D
Chenard	135	57	15x50	6	74.5x110	3 x4.33	175	4.8	8	I	6	Sep	Al	CC	Pin	Pu	abc	Solex	Vac	N-E	B	12	SP	Eng	4	C	1 Met	Sp	5.3	Sp	TT	½El	½El	IR	IF	Mech	SN	A
Citroen	112	51	13x45	4	72x100	2.83x3.93	99	4.9	4	L	4	Int	Al	CC	Pin	Pu	abc	Solex	Grav	Delco	B	6	SP	Eng	3	C	2 Met	Sp	5.1	Sp	Sp	½El	½El	IR	IF	Servo	WS	D
Citroen	116	52	14x45	6	72x100	2.83x3.93	149	4.9	4	L	6	Int	Al	CC	Ch	Pu	abc	Solex	Vac	Delco	B	6	SP	Eng	3	C	2 Met	Sp	4.7	Sp	Sp	½El	½El	IR	IF	Servo	WS	D
Claveau	126	56	13x45	4	70x 96	2.75x3.77	90	5.5	2	L	4	Int	Alp	CC	Pin	Air	abc	Solex	Vac	Delco	B	12	SP	Eng	3	C	2 Met	Wo	4	Sp	Sp	Coil	Coil	IR	IF	Servo	WW	D
C. M.	78	43	650x65	1	72x85	2.83x3.34	21	4.5	2	2C	1	Sep	CI	N		Air	Spl	Long	Grav	GA	M	6	SP	RA	3	C	None	Dir	5	Dir	Dir	¼El	¼El	ET	IR	Mech	Bev	D
Cottin & Desgouttes	120	54	28x5.50	6	65x100	2.55x3.93	122	5	4	I	4	Int	CI	CC	Ch	Pu	abc	Solex	Grav	N-E	B	12	SP	Eng	4	C	4 Met	Sp	5.8	Sp	Sp	Trans	Trans	IT	IF	Servo	SN	W
Cottin & Desgouttes	150	57	33x6	6	82x112.5	3.22x4.4	219	4.8	7	I	6	Int	CI	CC	Ch	Pu	abc	Solex	Vac	N-E	B	12	SP	Eng	4	C	4 Met	Sp	5.1	Sp	Sp	Trans	Trans	IT	IF	Servo	SN	W
Deguingand	90	40	27x4	4	60x65	2.36x2.55	46	4	3	2C	4	Int	Al	N		ThS	SpP	Claudel	Grav	P.Rh	B	12	MD	Eng	2	C	None	Sp	4	TT	TT	Trans	½El	IR	IF	Mech	Bev	D
Delage	126	52	32x6	6	70x109	2.75x4	153	5.7	7	L	6	Sep	Spe	CC	Ch	Pu	abc	Smith	Vac	N-E	B	12	SP	Eng	4	C	1 Met	Sp	5.2	TT	TT	½El	½El	IF	IF	Servo	SN	W
Delage	126	52	5.25x21	6	75x120	2.95x4.72	194	6	7	I	6	Sep	Spe	CC	Ch	Pu	abc	Smith	Vac	N-E	B	12	SP	Eng	4	C	1 Met	Sp	4.1	TT	TT	½El	½El	IF	IF	Servo	SN	W
Delage	133	52	32x6	6	75x120	2.95x4.72	194	5.7	7	I	6	Sep	Spe	CC	Ch	Pu	abc	Smith	Vac	N-E	B	12	SP	Eng	4	C	1 Met	Sp	5.2	TT	TT	½El	½El	IF	IF	Servo	SN	W
Delage	137	56	33x6	6	75x120	2.95x4.72	194	5.8	7	I	6	Sep	Spe	CC	Ch	Pu	abc	Smith	Vac	N-E	B	12	SP	Eng	4	C	1 Met	Sp	5.2	TT	TT	½El	½El	IF	IF	Servo	SN	W
Delahaye	122	52	14x45	4	72x110	2.83x4.33	109		3	I	4	Int	Al	CC	Pin	Pu	SpP	Solex	Grav	S.E.V.	M	12	SP	Eng	4	C	2 Fab	Sp	5.3	Sp	TT	½El	½El	IF	IF	Mech	SN	D
Delahaye	122	52	14x50	6	70x107	2.75x4.2	150		4	I	6	Sep	Al	CC	Ch	Pu	abc	Solex	Vac	S.E.V.	M	12	SP	Eng	4	C	2 Fab	Sp	5	Sp	TT	½El	½El	IF	IF	Mech	SN	D
Delahaye	122	52	14x45	4	82.5x125	3.23x4.91	163		3	I	4	Sep	Al	OH	Bev	Pu	SpP	Solex	Vac	S.E.V.	M	12	SP	Eng	4	C	2 Fab	Sp	4.36	Sp	TT	½El	½El	IF	IF	Mech	SN	W
Delahaye	136	57	15x50	6	74.5x110	2.92x4.33	175		4	I	6	Sep	Al	CC	Pin	Pu	SpP	Solex	Vac	Ducel	B	12	SP	Eng	4	C	2 Fab	Sp	5.3	Sp	TT	½El	½El	IF	IF	Mech	SN	A
Delaunay Belleville	122	55	14x50	4	75x120	2.95x4.72	129	5	3	I	4	Sep	Al	CC	Pin	Pu	abcd	Solex	Vac	P.H.I	B	12	SP	Eng	4	C	2 Met	Sp	4.7	Sp	Sp	½El	½El	IF	IF	Mech	SN	W
Delaunay Belleville	128	55	15x50	4	80x120	3.14x4.72	146	5	3	I	4	Sep	Al	CC	Pin	Pu	abcd	Solex	Vac	P.H.I	B	12	SP	Eng	4	C	2 Met	Sp	4.7	Sp	Sp	½El	½El	IF	IFT	Mech	SN	W
Delaunay Belleville	141	55	16x50	6	75x120	2.95x4.72	193	5.1	7	I	6	Sep	Al	CC	Ch	Pu	abcd	Claudel	Vac	Bler	B	12	SP	Eng	4	C	2 Met	Sp	4.7	Sp	Sp	½El	½El	IF	IFT	Servo	SN	W
Derby	94	47	27x4	4	60x100	2.36x3.93	69	5	2	I	4	Sep	Al	CC	Pin	ThS	abc	Solex	Grav	Saga	M	12	SP	Eng	4	C	1 Fab	Sp	4.07	Sp	TT	½El	Cant	IR	IF	Mech	WS	D
Derby	112	47	27x4.4	6	62x 90	2.44x3.54	89	5	4	L	6	Int	Alp	CC	Pin	Pu	abc	Solex	Grav	Voltex	B	12	SP	Eng	4	C	1 Fab	Sp	4.3	Sp	TT	½El	¼El	IR	IF	Mech	WS	D
Derby	104	47	27x4.4	6	60x 86	2.36x3.38	99	5	4	L	6	Int	Alp	CC	Pin	Pu	abc	Solex	Grav	Voltex	B	12	SP	Eng	4	C	1 Fab	Sp	4.3	Sp	TT	½El	¼El	IR	IF	Mech	WS	D
De Dion Bouton	126	55	13x45	4	72.5x120	2.85x4.72	118	5	3	I	4	Sep	Al	CC	Pin	Pu	Press	Zenith	Vac	Voltex	M	12	Plate	Unit	4	C	Met. Fab	Sp		Tube	Tube	½El	½El	IF	IR	Mech	WW	W
De Dion Bouton	134	55	33x6	8	64x97	2.51x3.81	151	5	9	I	8	Sep	Al	CC	Ch	Pu	Press	Zenith	Vac		B	12	Plate	Unit	4	C	Met. Fab	Sp	4.9	Tube	Tube	½El	½El	IF	IR	Mech	WW	W
Donnet	113	54	13x45	6	63.5x96	2.49x3.77	112	5.6	4	L	6	Int	Al	CC	Ch	Pu	abc	Zenith	Grav	N-E	B	12	SP	Eng	4	C	2 Fab	Sp	5.3	Sp	Sp	½El	½El	IF	IF	Mech	WS	D
Donnet	126	54	775x145	6	70x110	2.75x4.33	153	5.25	7	L	6	Int	Al	CC	Ch	Pu	abc	Zenith	Vac	Delco	B	12	SP	Eng	4	C	1 Met	Sp	4.9	TT	TT	½El	½El	IR	IF	Mech	WS	W
Farman	149	59	34x7.30	6	100x150	3.9x5.9	430	4.2	3	I	6	Sep	Al	OH	Bev	Pu	abc	Zenith	Vac	Duc	B	12	MD	Eng	4	C	1 Met	Sp	4.3	TT	TT	½El	Cant	IR	IF	Servo		Alp

Fasto	118	51	730x130	4	68x115	2.67x4.52	70	4.8	2	L.	4	Int.	Al	CC.	Ch.	ThS.	abc	Solex.	Vac.	S.E.V	M	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.4	Sp.	Sp.	TT	TT	IR.	IF.	Mech	WS.	W
Fasto	118	51	28x5.25	4	70x105	2.75x4.12	97	5	3	L.	4	Sep.	Al	CC.	Ch.	ThS.	abc	Solex.	Vac.	P.H.I	M	12	MD	Eng.	4	C.	1 Met.	Sp.	4.9	TT	TT	½El	½El	IR.	IF.	Mech	WS.	W
Fasto	118	51	28x5.25	4	70x105	2.75x4.12	97	5.5	3	I.	4	Int.	Al	CC.	Ch.	ThS.	abc	Solex.	Vac.	P.H.I.	M	12	SP.	C.	4	C.	1 Met.	Sp.	4.4	TT	TT	½El	½El	IR.	IF.	Mech	WS.	W
Fasto	118	51	28x5.25	4	74x116		122	6.5	3	I.	4	Int.	Al	CC.	Pin	ThS.	abc	Solex.	Vac.	P.H.I.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	4.4	TT	TT	½El	½El	IR.	IF.	Mech	WS.	W
G.M.	110	49	28x4.95	4	64x93.5	2.51x3.7	73	6	2	I.	4	Sep.	Alp.	OH.	Pin	Pu.	abc	Solex.	Vac.	Saga	M	6	Co.	Eng.	3	C.	2 Met.	Sp.	5	Sp.	Sp.	½El	½El	TT	IF.	Mech	SN.	D.
Guyot	134	57	32x6	6	85x117	3.34x5	244	4.6	7	L.	6	Int.	Al	CC.	Ch.	Pu.	abc	Solex.	Pu.	C.E.M.	B.	12	SP.	Eng.	4	C.	2 Met.	Sp.	4.25	Sp.	Sp.	½El	½El	ExT	IF.	Hyd	Ross.	D.
Guyot	134	57	32x6.20	8	86x114	3.37x4.5	322	4.5	5	L.	8	Int.	Al	CC.	Ch.	Pu	abc		Pu.	C.E.M.	B.	12	MD	Eng.	4	C.	2 Met.	Sp.	3.7	Sp.	Sp.	½El	½El	ExT	IF.	Hyd	Ross.	W
Harris Leon Laisne	118	55	28x5.25	4	72x105	2.83x4.12	103	4.5	3	L.	4	Sep.	Al	CC.	Pin	ThS.	abc	Solex.	Grav.	Duc.	M	12	SP.	Eng.	3	C.	2 Met.	Sp.	5	Sp.	Sp.	Coil.	Coil.	ExT	IF.	Mech		W
Harris Leon Laisne	126	55	30x5.25	8	63x94	2.49x3.7	146	5	3	I.	8	Sep.	Al	OH.	Bev.	Pu.	abc	Smith	Grav.	Duc.	M	12	SP.	Eng.	3	C.	2 Met.	Sp.	5	Sp.	Sp.	Coil.	Coil.	ExT	IF.	Hyd		W
Hispano	145	57	33x5	6	100x140	3.93x5.51	402	4.5	7	I.	6	Sep.	Al	OH.	Bev.	Pu.	abc	Solex.	Vac.	Delco	B.	12	SP.	Eng.	3	R.	2 Met.	Sp.	3.64	TT	TT	½El	½El	IR.	IF.	Servo	SN	W
Hispano	145	57	33x5	6	110x140	4.33x5.51	487	4.5	7	I.	6	Sep.	Al	OH.	Bev.	Pu.	abc	Solex.	Vac.	Delco	B.	12	SP.	Eng.	3	R.	2 Met.	Sp.	4.06	TT	TT	½El	½El	IR.	IF.	Servo	SN	W
Hotchkiss	121	54	32x6	4	80x120	3.14x4.72	146	5.2	3	I.	4	Int.	Al	CC.	Pin	ThS.	abc	Solex.	Vac.	RB	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	4.5	TT	TT	½El	½El	IR.	IF.	Mech	WS.	W
Hotchkiss	121	54	32x6	6	80x100	3.14x3.93	184	5.2	7	I.	6	Int.	Al	CC.	Pin	Pu.	abc	Solex.	Vac.	Delco	B.	12	SP.	Eng.	4	C.	1 Met.	Sp.	4.9	TT	TT	½El	½El	IR.	IF.	Mech	WS.	W
Hurtu	108	49	13x45	4	62x110	2.44x4.33	82	4.5	2	L.	4	Sep.	Alp.	CC.	Ch.	ThS.	abc	Solex.	Grav.	S.E.V	B.	12	SP.	Eng.	4	C.	2 Fab.	Sp.	4	Sp.	Sp.	½El	½El	IF.	IF.	Mech	WS.	W
Indco	108	47	730x130	4	59x100	2.32x3.93	67	4.6	2	I.	4	Sep.	CI.	CC.	Pin	ThS.	abc	Solex.	Grav.	RB	M	12	Co.	Eng.	4	C.	2 Fab.	Sp.	4.9	Sp.	Sp.	½El	½El	ExT	IF.	Mech	WW	D.
Indco	121	50	775x145	4	68x103	2.67x4.14	91	4.5	2	I.	4	Sep.	CI.	CC.	Pin	ThS.	abc	Solex.	Grav.	RB	M	12	Co.	Eng.	4	C.	Met. Fab	Sp.	5.4	Sp.	Sp.	½El	½El	ExT.	IF.	Mech	WW	D.
Geoges Irat	118	51	32x6	4	69.8x130	2.74x5.11	122	4.6	3	I.	4	Sep.	Al	CC.	Ch.	Pu.	abc	Zenith	Vac.	Delco	B.	12	MD	Eng.	4	C.	2 Met.	Sp.	5.09	Sp.	Sp.	½El	½El	IR.	IF.	Servo	WW	W
Geoges Irat	135	55	32x6.20	6	76x130	2.99x5.11	219	4.6	7	I.	6	Sep.	Al	CC.	Ch.	Pu.	abc	Zenith	Vac.	Delco	B.	12	MD	Eng.	4	C.	2 Fab.	Sp.	5	Sp.	Sp.	½El	½El	IR.	IF.	Servo	WS.	W
Sensaud de Lavaud	126	56	849x151	6	77x110	3.03x4.33	183	5.5	7	L.	6	Int.	Al	CC.	Ch.	Ste.	abc	Zenith	Vac.	Delco	B.	12	SP.	RA			C1 Met.	SP.	4.7	TT	TT	Rub.	Rub.	IR.	IF.	Hyd	Dbl.	Alp.
La Licorne	96	49	11x45	4	60x80	2.36x3.14	55	5	2	L.	4	Int.	Al	CC.	Pin	ThS.	abc	Solex.	Grav.	RB	M	12		Eng.	3	C.	2 Fab.	Sp.	6.2	TT	TT	½El	¼El	IF.	IF.	Mech	WS.	D.
La Licorne	106	51	12x45	4	65x105	2.55x4.12	85	4.5	3	L.	4	Int.	Al	CC.	Pin	ThS.	abc	Solex.	Vac.	RB	M	6	Co.	Eng.	3	R.	2 Met.	Sp.	4.7	Sp.	Sp.	½El	½El	IR.	IF.	Mech	WS.	D.
La Licorne	117	51	14x50	4	70x105	2.75x4.12	98	5	3	I.	4	Int.	Al	CC.	Pin	ThS.	abc	Solex.	Vac.	RB	M	6	Co.	Eng.	4	C.	2 Met.	Sp.	5.2	Sp.	Sp.	½El	½El	IR.	IF.	Mech	WS.	W
La Licorne	116	51	13x45	4	67x120	2.63x4.72	103	5	3	L.	4	Sep.	CI.	CC.	Ch.	ThS.	SpP.	Solex.	Vac.	RB	M	6	Co.	Eng.	3	R.	2 Met.	Sp.	4.7	Sp.	Sp.	½El	½El	IR.	IF.	Mech	WS.	D.
La Licorne	116	51	13x45	4	67x120	2.63x4.72	103	4.8	3	L.	4	Sep.	CI.	CC.	Ch.	ThS.	SpP.	Solex.	Vac.	RB	M	6	Co.	Eng.	4	C.	2 Met.	Sp.	4.7	Sp.	Sp.	½El	½El	IR.	IF.	Mech	WS.	D.
Lombart	94	52	27x4.45	4	61.5x92	2.4x3.62	66	6	3	I.	4	Sep.	Al	OH.	Bev.	ThS.	abc	Cozette	Grav.	P.H.I	M	12	MD	Eng.	4	C.	1 Met.	Sp.	4.6	Sp.	TT	½El	½El	IR.	IF.	Mech	WW	W
Lombart	98	52	27x4.45	4	61.5x92	2.4x3.62	66	7	5	I.	4	Int.	Al	OH.	Spur	Pu.	abc	Cozette	Press.	P.H.I	M	12	MD	Eng.	4	C.	2 Met.	Sp.	4.4	Sp.	Sp.	½El	½El	IR.	IF.	Hyd	WW	W
Lorraine Dietrich	131	55	33x6.75	6	75x130	2.95x5.11	210	5.5	4	I.	6	Int.	Al	CC.	Pin	Pu.	abc	Zenith	Vac	Delco	B.	12	MD	Eng.	4	C.	1 Met.	Sp.	4.8	Sp.	TT	½El	Cant.	IR.	IF.	Servo	SN	W
Mathis	104	46	12x45	4	60x105	2.36x4.12	73	4.8	2	L.	4	Sep.	Al	CC.	Pin	ThS.	abc	Solex.	Grav.	Delco	B.	6	SP.	Eng.	4	C.	2 Fab.	Sp.	5.1	Sp.	Sp.	½El	½El	IR.	IF.	Mech	SN	D.
Mathis	106	49	13x45	4	70x105	2.75x4.12	97	4.3	2	L.	4	Sep.	Al	CC.	Pin	ThS.	abc	Solex.	Grav.	RB	M	6	SP.	Eng.	4	C.	2 Fab.	Sp.	4.4	Sp.	Sp.	½El	½El	IR.	IF.	Mech	SN	D.
Mathis	112	46	13x45	6	65x100	2.55x3.93	122	5.25	3	L.	6	Int.	Al	CC.	Ch.	ThS.	abc	Solex.	Vac.	Delco	B.	6	SP.	Eng.	4	C.	2 Fab.	Hyp.	4.5	Sp.	Sp.	½El	½El	IR.	IF.	Mech	SN	D.
Mathis	117	49	13x45	6	72x100	2.83x3.93	150		4	L.	6	Int.	Al	CC.	Ch.	ThS.	abc	Solex.	Vac.	Delco	B.	6	SP.	Eng.	4	C.	2 Met.	Hyp.	4.5	Sp.	Sp.	½El	½El	IR.	IF.	Mech	SN	D.
Messier	120	53	32x6	8	73x120.6	2.87x4.73	246	5	5	L.	8	Int.	Al	CC.	Ch.	Pu.	abc	Scheb.	Vac.	Delco	B.	6	SP.	Eng.	4	C.	1 Met.	Sp.	3.6			Pneu.	Pneu.	ExT	IF.	Mech	SN	W
Messier	141	56	33x6.75	8	73x120	2.87x4.72	246	5	5	L.	8	Int.	Al	CC.	Ch.	Pu.	abc	Scheb.	Vac.	Delco	B.	6	SP.	Eng.	4	C.	2 Met.	Sp.	4.5			Pneu.	Pneu.	ExT	IF.	Mech	SN	W
Morris Leon Bollee	123	56	32x6	4	80x120	3.14x4.72	147	5	3	I.	4	Int.	Al	CC.	Pin	ThS.	abc	Solex.	Vac.	RB	B.	12	SP.	Eng.	4	C.	1 Met.	Sp.	4.58	TT	TT	½El	½El	IR.	IF.	Mech	WW	StS.
Morris Leon Bollee	128	56	32x6	6	73x104	2.87x4.08	159	5	7	I.	6	Int.	Al	OH	SpB.	Pu.	abc	Solex.	Vac.	Delco	B.	12	SP.	Eng.	4	C.	1 Met.	Sp.	5.1	TT	TT	½El	½El	IR.	IF.	Mech	WW	StS.
Morris Leon Bollee	129	56	32x6.20	8	70x100	2.75x3.93	187	5	10	I.	8	Int.	Al	OH.	SpB.	Pu.	abc	Solex.	Vac.	Delco	B.	12	SP.	Eng.	4	C.	Met. Fab	Sp.	5.5	TT	TT	½El	½El	IR.	IF.	Servo	WW	StS.
Motobloc	114	51	14x45	4	68x100	2.67x3.93	88	5	2	I.	4	Sep.	CI.	OH.	Bev.	Pu	abc	Zenith	Vac.	S.E.V.	M	12	SP.	Eng.	3	C.	2 Met.	Sp.	5	TT	TT	½El	½El	IR.	IF.	Mech	SN	D.
Motobloc	122	55	14x50	6	72x100	2.83x3.93	148	5	4	L.	6	Int.	CI.	CC.	Pin	Pu.	abc	Solex.	Vac.	Delco	B.	6	SP.	Eng.	3	C.	1 Met.	Sp.	5.5	TA	TA	Trans.	Cant.	IT.	IF.	Mech	Spec	D.
Omega Six	141	57	33x6.75	8	75x115	2.95x4.4	244	5.7	9	I.	8	Sep.	Al	OH.	Bev.	Pu.	abc	Solex.	Vac.	RB	M	12	MD	Eng.	3	C.	1 Met.	Sp.	5	TT	TT	½El	½El	IR.	IF.	Servo	WS.	W
Panhard-Levassor	128	54	16x50	4	67x105	2.63x4.1	90		2	Sl.	4	Sep.	Al	CC.	Ch.	ThS.	a	Own	Pres.	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	7	TT	TT	½El	¼El	IR.	IF.	Mech	SN	A.
Panhard-Levassor	128	53	14x50	6	67x86.5	2.63x3.39	111		4	Sl.	6	Sep.	Al	CC.	Ch.	ThS.	ab	Own	Pres	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	5.2	TT	TT	½El	¼El	IR.	IF.	Mech	SN	A.
Panhard-Levassor	132	58	17x50	4	85x140	3.34x5.51	193		3	Sl.	4	Sep.	Al	CC.	Ch.	Pu.	ab	Own	Pres	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	4.3	TT	TT	½El	½El	IR.	IF.	Mech	SN	A.
Panhard-Levassor	139	58	17x50	6	75x130	2.95x5.11	209		4	Sl.	6	Sep.	Al	CC.	Ch.	Pu.	ab	Own	Pres.	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	4.5	TT	TT	½El	½El	IR.	IF.	Mech	SN	A.
Panhard-Levassor	138	58	17x50	4	105x140	4.01x5.51	295		3	Sl.	4	Sep.	Al	CC.	Ch.	Pu.	ab	Own	Pres.	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	3.8	TT	TT	½El	½El	IR.	IF.	Mech	SN	W
Panhard-Levassor	150	58	17x50	8	85x140	3.34x5.51	383		9	Sl.	8	Sep.	Al	CC.	Ch.	Pu.	ab	Own	Pres.	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	3.8	TT	TT	½El	½El	IR.	IF.	Mech	SN	W
Peugeot	89	40	11x45	4	51x85	2.00x3.39	42	5.4	2	L.	4	Int.	Al	CC.	Ch.	ThS.	SpP.	Solex.	Grav.	S.E.V.	M	6	SP.	RA	3	C.	1 Fab.	Wo.	7.2	TT	TT	Trans.	¼El	IR.	IF.	Mech	Bev.	D.
Peugeot	106	47	13x45	4	70x105	2.75x4.12	98	4.8	2	L.	4	Sep.	Al	CC.	Ch.	ThS.	SpP.	Solex.	Grav.	S.E.V.	M	12	MD	Eng.	4	C.	1 Met.	Wo.	5.2	Sp.	TA	½El	Cant.	IR.	IF.	Mech	SN	D.
Peugeot	117	52	14x45	6	65x100	2.55x3.93	121	5	3	L.	6	Int.	Al	CC.	Ch.	Pu.	abc	Solex.	Vac.	RB	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	5.7	Sp.	TT	½El	½El	IR.	IF.	Mech	SN	D.
Rally	98	49	27x4	4	59x100	2.32x3.93	61		2	I.	4	Sep.	Al	CC.	Pin	ThS.	abc	Solex.	Grav.	RB	M	6	Co.	Eng.	4	C.	2 Fab.	Sp.	4.5	Sp.	Sp.	½El	½El	IR.	IF.	Mech	WS.	W
Rally	110	49	730x120	4	64x93.5	2.51x3.66	73		2	I.	4	Sep.	Al	CC.	Pin	ThS.	abc	Solex.	Grav.	RB	M	6	Co.	Eng.	4	C.	2 Fab.	Sp.	4.4	Sp.	Sp.	½El	½El	IR.	IF.	Mech	WS.	W
Renault	104	51	12x45	4	58x90	2.28x3.54	58	5	2	L.	4	Int.	Al	CC.	Pin	ThS.	Pu.	Renault	Grav.	S.E.V.	M	12	SP.	TT	3	C.	1 Met.	Sp.	6.5	TT	TT	½El	Trans.	IR.	IF.	Mech	WS.	D.
Renault	104	51	12x45	6	58x93		90	5	3	L.	6	Int.	Al	CC.	Pin	ThS.	SpP.	Renault	Grav.	Delco	B.	12	SP.	TT	3	C.	1 Met.	Sp.	5.66	TT	TT	½El	Trans.	IR.	IF.	Servo	WS.	D.
Renault	119	56	14x50	4	75x120	2.95x4.72	129	4.7	3	L.	4	Int.	Al	CC.	Pin	ThS.	SpP.	Renault	Grav.	S.E.V.	M	12	SP.	TT	3	C.	1 Met.	Sp.	4.77	TT	TT	½El	Trans.	IR.	IF.	Mech	WS.	D.
Renault	124	56	14x50	6	75x120	2.95x4.72	193	4.8	4	L.	6	Int.	Al	CC.	Pin	ThS.	SpP.	Renault	Vac.	Delco	B.	12	SP.	TT	3	C.	1 Met.	Sp.		TT	TT	½El	Cant.	IR.	IF.	Servo	WS.	D.
Renault	140	56	17x50	6	85x140	3.34x5.51	289	4.8	4	L.	6	Sep.	Al	CC.	Pin	ThS.	SpP.	Renault	Vac.	S.E.V.	M	12	SP.	TT	4	R.	1 Met.	Sp.		TT	TT	½El	Cant.	IR.	IF.	Servo	WS.	A.
Renault	146	60	17x50	8	90x140	3.54x5.51	434	4.8	5	L.	8	Sep.	Al	CC.	Pin	Pu.	SpP.	Renault	Vac.	Delco	B.	12	SP.	TT	3	R.	1 Met.	Sp.		TT	TT	½El	TrCan	IR.	IF.	Servo	WS.	W
Renault	152	56	33x6.75	6	110x160	4.33x6.29	566	4.8	7	L.	6	Sep.	Al	CC.	Pin	ThS.	SpP.	Renault	Vac.	S.E.V.	M	12	SP.	TT	3	R.	1 Met.	Sp.	3.27	TT	TT	½El	TrCan	IR.	IF.	Servo	WS.	A.
Rochet-Schneider	132	55	16x50	4	80x130	3.14x5.11	159	5	3	I.	4	Sep.	Al	CC.	Pin	ThS.	abc	Zenith	Vac.	S.E.V.	M		SP.	Eng.	4	C.	1 Met.	Sp.	5.07	Sp.	TT	½El	½El	IR.	IF.	Mech	SN	W
Rochet-Schneider	140	58	16x75	6	80x125	3.14x4.91	230	4.7	4	I.	6	Sep.	Al	CC.	Pin	Pu.	abc	Zenith	Vac.	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	5.4	Sp.	TT	½El	½El	IR.	IF.	Servo	SN	W
Rochet-Schneider	135	57	16x75	4	95x140	3.74x5.51	242	5	3	I.	4	Sep.	Al	CC.	Pin	Pu.	abc	Zenith	Vac.	S.E.V.	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	4.4	Sp.	TT	½El	½El	IR.	IFT.	Servo	SN	W
Rosengart	75	40	27x4	4	56x76	2.20x2.99	45	5	2	L.	4	Sep.	Al	CC.	Pin	ThS.	SpP.	Solex.	Grav.	P.H.I	M	6	SP.	Eng.	3	C.	Met. Fab	Sp.	5.22	Sp.	TT	Trans.	¼El	IF.	IF.	Bev.	WW	W
Salmson	98	44	720x120	4	62x90	2.44x3.54	66	4.8	2	I.	4	Sep.	Al	CC.	Pin	ThS.	SpP.	Solex.	Grav.	Salmson	M	12	SP.	Eng.	3	C.	1 Met.	Sp.	5	TT	TT	½El	Cant.	IR.	IF.	Mech	WW	W
Salmson	98	47	26x3.75	4	62x90	2.44x3.54	66	5.5	2	I.	4	Sep.	Al	OH.	Hel.	ThS.	SpP.	Solex.	Grav.	Salmson	M	12	SP.	Eng.	4	C.	1 Met.	Bev.	4	TT	TT	½E.	Cant.	IR.	IF.	Mech	WW	W
Salmson	112	47	730x130	4	65x90	2.55x3.54	73	4.8	2	I.	4	Sep.	Al	OH.	Hel	ThS.	abc	Cozette	Grav.	Salmson	M	12	SP.	Eng.	4	C.	1 Met.	Sp.	5.4	TT	TT	½El	Cant.	IR.	IF.	Mech	WW	W
Sandford	98	49	27x14	4	60x97	2.36x3.81	67	5	2	I.	4	Int.	Al	CC.	Pin	ThS.	ab.	Solex.	Grav.	RB	M	6	MD	Sep.	3	C.	1 Met.	Bev.	4.7	Sp.	Sp.	Coil.	¼El	IR.	IF.	Mech	Bev.	W
Sara	106	47	720x120	4	62x91	2.44x3.58	67	4.75	2	I.	1	Sep.	Al.	CC.	Pin	Air.	SpP.	Solex.	Grav.	RB	M	6	Co.	Eng.	4	C.	2 Fab.	Sp.	4.5	Sp.	Sp.	Trans.	¼El	IR.	IF.	Mech	WW	W
Sara	112	52	14x50	6	66x88	2.59x3.46	109	5	3	I.	1	Sep.	Al.	CC.	Pin	Air.	SpP.	Solex.	Vac.	RB	M	12	SP.	Eng.	4	C.	Met. Fab	Sp.	4.5	Sp.	Sp.	½El	¼El	IR.	IF.	Mech	WW	W
Sara	118	52	14x50	6	66x88	2.59x3.46	109	4.5	3	I.	1	Sep.	Al.	CC.	Pin	Air.	SpP.	Cozette	Grav.	RB	M	12	SP.	Eng.	4	C.	Met. Fab	Sp.	5.2	Sp.	Sp.	½El	Cant.	IR.	IF.	Mech	WW	W
Scap	104	47	27x4.75	4	63x94	2.48x3.70	73	5	2	I.	4	Sep.	Alp.	CC.		ThS.	abc	Solex.	Vac.	P.H.I	M	12	SP.	Eng.	4	C.	2 Met.	Sp.	5	Sp.	Sp.	½El	½El	IT.	IF.	Mech	WS.	W

ABBREVIATIONS

A—Artillery
a—Main Bearings
Al—Aluminum
Alp—Alpax Duralumin
B—Battery
b—Lower Rod Bearings
Bev—Bevel Gear
BF—Internal Front and External Rear
C—Center
c—Camshaft
Cab—Cable
Cant—Cantilever
CC—Crankcase
Ch—Chain
CI—Cast Iron
Co—Cone
D—Disk
Dew—Dewandre
DM—Direct Mechanical
DR—Delco Remy
Duc—Ducellier
e—Timing Gear Case
Eise—Eisemann
EF—External Four Wheels
El—Elliptic
Eng—Unit with Engine
ER—External Rear Wheels
ET—External Transmission
Ex—Expanding Shoe
F—"F" Head (Valves)
Fab—Fabric
Gau—Gaumont
GA—Grouvelle and Arquembon
Grav—Gravity
HS—Hollow Spoke
Heli—Helical Gear
Hyd—Hydraulic
Hyp—Hypoid
I—Valves in Head
IF—Internal Four Wheels
IFT—Internal Front and Transmission
IT—Internal Transmission
Int—Integral
IR—Internal Rear Wheels
L—"L" Head
Le—Lever
M—Magneto
Mag—Magnesium
Mar—Marelli
MB—Magneto and Battery
MD—Multiple Disk
Met—Metal Universals
N-E—North East
N—None
OH—Overhead
Pin—Pinion
Pl—Planetary
Pneu—Pneumatic
P.Rh.—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
RA—Unit with Rear Axle
RB—Robert Bosch
RR—Radius Rods
Scheb—Schebler
Scin—Scintilla
Sep—Separate
SL—Sleeve Valve
SN—Screw and Nut
Sp—Springs (Torque and Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
SpP—Splash with Pressure
StS—Steel Spoke
Spc—Aluminum Piston with Cast Iron Skirt
St—Straight Bevel
Ste—Steam
Strom—Stromberg
SwA—Swinging Axle
TA—Torque Arm
T½ El—Transverse ½ Elliptic
ThS—Thermo Syphon
Tr.Can—Transverse Cantilever
Trans—Transverse
TT—Torque Tube
Vac—Vacuum
Var—Various
Vict—Victrix
W—Wire
West—Westinghouse
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
X—Sleeve Valve
2C—Two Cycle
*****—Fitted with Supercharger
†—1928 Specifications

Continental Passenger Cars—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio to 1	No. of Main Bearings	Valve Arrangement.	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication (Pressure to)	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH—*Cont'd*																																					
Sizaire	130	57	15x50	6	74.6x111	3.00x4.5	177	5.2	7	Sl...	6	Sep..	Al..	CC.	Ch...	Pu...	abe...	Tillot...	Vac...	Delco...	B...	6	SP...	Eng...	3	R...	Met. Fab	Sp...	5.1			Trans.	Trans.	IT...	IF...	Hyd..	Rack..	D...
Suere	102	47	720x120	4	62x96	2.44x3.77	73	4.7	2	L..	4	Sep..	CI..	CC.	Pin...	ThS...	SpP...	Zenith...	Grav..	RB.....	M...	6	SP...	Eng...	3	C.	1 Fab.	Sp...	5	Sp....	TT..	½El	Cant..	IT...	IF...	Mech.	WW..	D...
Suere	112	53	775x145	4	70x120	2.75x4.72	111	4.7	2	L..	4	Sep..	CI..	CC.	Pin...	ThS...	SpP...	Solex...	Grav..	RB.....	M...	6	SP...	Eng...	4	C.	1 Fab.	Sp...	4.3	Sp....	Sp..	½El	Cant..	IT...	IF...	Mech.	WW..	D...
Suere	131	53	775x145	6	65x120	2.55x4.72	146	4.7	4	L..	6	Sep..	CI..	CC.	Pin...	ThS...	SpP...	Solex...	Vac..	RB.....	M...	6	SP...	Eng...	3	C.	1 Fab.	Sp...	4.01	Sp....	TT..	½El	Cant..	IT...	IF...	Mech.	WS..	D...
Talbot	128	55	32x6	6	67x94.5	2.63x3.74	122	5.1	4	I..	6	Int..	Spe.	CC.	Pin...	Pu...	abe...	Solex...	Vac..	Delco...	B...	12	SP...	Eng...	4	R..	1 Met.	Sp...	5.7	TT..	TT..	½El	½El	IR...	IF...	Mech.	SN...	W..
Talbot	128	55	32x6	6	74x94.5	2.91x3.74	148	5.1	7	I..	6	Int..	Spe.	CC.	Pin...	Pu...	abe...	Solex...	Vac..	Delco...	B...	12	SP...	Eng...	4	R..	1 Met.	Sp...	5.7	TT..	TT..	½El	½El	IR...	IF...	Mech.	SN...	W..
Talbot	136	55	32x6.20	6	75x110	2.95x4 33	177	5	4	I..	6	Int..	Spe.	CC.	Ch...	Pu...	abe...	Solex...	Vac..	Delco...	B...	12	SP...	Eng...	4	R..	1 Met.	Sp...	5.1	TT..	TT..	½El	½El	IR...	IF...	Mech.	SN...	W..
Tracta (front drive)	114	49	29x5	4	70x105	2.75x4.12	97	4.8	2	I..	4	Sep..	Al..	CC.	Pin...	ThS...	abe...		Grav..	RB.....	M...	12	MD...	Eng...	3	C.	1 Met.	Sp...	4.5			Coil..	½El	IR...	IF...	Mech.	SN...	W..
Unic	128	56	15x50	4	72.8x120	2.87x4.72	122	4.8	3	L..	4	Sep..	Al..	CC.	Ch...	Pu	abe...	Viel.	Vac..	RB.....	M...	12	Sp...	Eng...	4	C.	2 Met.	Sp...	5	Sp....	Sp..	½El	Cant..	IR...	IF...	Servo.	SN...	W..
Unic	136	56	16x50	8	63x100	2.48x3.93	152	4.9	9	I..	8	Sep..	Al..	CC.	Pin...	Pu	abe...	Zenith...	Vac..	P.H.I	M...	12	SP...	Eng...	4	C.	3 Met.	Sp...	5.5	Sp....	Sp..	½El	½El	IR...	IF...	Servo.	SN...	W..
Vermorel	120	51	14x50	4	70x100	2.75x4.33	103	...	2	I..	4	Sep..	Al..	CC.	Pin...	ThS...	abe...	Zenith...	Vac..	S.E.V	M...	12	SP...	Eng...	4	C.	2 Fab.	Sp...	4.6	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WS..	W..
Vermorel	120	51	14x50	6	65x100	2.55x3.93	122	5	3	I..	6	Sep..	Al..	CC.	Pin...	ThS...	abe...	Zenith...	Vac..	S.E.V	M...	12	SP...	Eng...	4	C.	2 Fab.	Sp...	4.6	Sp....	Sp..	½El	½El	IR...	IF...	Servo.	WS..	W..
Vernandi	102	54	27x4.45	8	55.9x76	2.36x2.99	91	...	3	I..	4	Sep..	Alp.	CC.	Pin...	Pu...	abe...	Solex...	Grav..	S.E.V	M...	12	SP...	Eng...	4	C.	2 Met.	Sp...	4.5	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WS..	W..
Voisin	126	55	30x5.77	6	67x110	2.63x4.33	141	6	3	Sl...	6	Sep..	Mag	CC.	Ch...	ThS...	abe...	Zenith...	Grav..	Remy...	B...	12	MD...	Eng...	3	C.	1 Met.	Sp...	4.7	TT..	TT..	½El	½El	IR...	IF...	Servo.	SN...	W..
Voisin	117	55	30x5.77	6	67x110	2.63x4.33	146	6.5	3	Sl...	6	Sep..	Mag	CC.	Ch...	ThS...	abe...	Zenith...	Grav..	Delco...	B...	12	MD...	Eng...	6	C.	1 Met.	Sp...	4.3	TT..	TT..	½El	½El	IR...	IF...	Servo.	SN...	W..
Voisin	140	59	33x6.75	6	86x130	3.38x5.11	275	5.6	3	Sl...	6	Sep..	Mag	CC.	Ch...	Pu...	abe...	Cozette.	Vac..	Delco...	B...	24	MD...	Eng...	4	C.	1 Met.	Sp...	4.2	TT..	TT..	½El	½El	IR...	IF...	Servo.	SN...	W..
D' Yrsan	108	51	27x4.4	4	57x96	2.24x3.74	59	5	2	I..	4	Sep..	Al..	CC.	Pin...	ThS...	abe...	Solex...	Grav..	Saga...	B...	12	MD...	Eng...	3	C.	2 Fab.	Sp...	4.6	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WS..	W..
D' Yrsan	108	51	27x4.4	4	60x97	2.36x3.81	67	5	2	I..	4	Sep..	Al..	CC.	Pin...	ThS...	abe...	Solex...	Grav..	Saga...	M...	12	MD...	Eng...	3	C.	2 Fab.	Bev.	5.1	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WS..	W..
ITALIAN																																					
Alfa Romeo	122	54	29x5.25	6	62x82	2.44x3.22	90	5.5	5	I..	6	Sep..	Al..	OH.	Sp...	Pu...	abe...	Zenith...	Grav..	Bosch...	M...	12	SP...	Eng...	4	C.	1 Met.	Sp...	5.7	TT..	TT..	½El	½El	IF...	IF...	Mech.	WW	W..
Alfa Romeo*	115	54	28x5.25	6	65x88	2.55x3.46	106	5.75	5	I..	6	Sep..	Al..	OH.	Bev..	Pu...	abe...	Zenith...	Vac..	Bosch...	M...	12	SP...	Eng...	4	C.	1 Met.	Sp...	4.9	TT..	TT..	½El	½El	IF...	IF...	Mech.	WW	W..
Ansaldo	109	55	28x5.25	4	68x100	2.67x3.93	88	5.2	3	I..	4	Int..	Al..	OH.	Bev.	Pu...	abe...	Zenith...	Grav..	Luma...	B...	12	SP...	Sep..	3	C.	2 Met.	Sp...	5.5	Sp....	Sp..	Trans.	½El	IR...	IF...	Mech.	WW	A...
Ansaldo	110	55	28x5.77	4	70x120	2.75x4.72	112	5.2	3	I..	4	Int..	Al...	OH.	Bev.	Pu...	abe...	Zenith...	Vac..	Luma...	B...	12	SP...	Eng...	4	C.	2 Met.	Sp...	5	Sp....	Sp..	½El	½El	IT...	IF...	Mech.	WW	A...
Ansaldo	118	55	32x6	6	68x100	2.67x3.93	137	5.2	4	I..	6	Int..	Al..	OH.	Bev.	Pu...	abe...	Zenith...	Vac..	Luma...	B...	12	SP...	Eng...	4	C.	2 Met.	Sp...	5	Sp....	Sp..	½El	½El	IT...	IF...	Mech.	WW	A..
Bianchi	107	55	730x130	4	64x100	2.51x3.93	79	5.3	3	I..	4	Int..	Al..	CC.	Pin...	ThS...	abe...	Zenith...	Vac..	Bosch...	B...	12	SP...	TT..	4	C..	Met. Fab	Sp...	5.75	TT..	TT..	½El	½El	IR...	IF...	Mech.	WW	W..
Bianchi	130	55	30x5.77	8	68x94	2.67x3.70	166	5.7	5	I..	8	Int..	Al..	CC.	Ch...	Pu...	abe...	Zenith...	Vac..	Bosch...	B...	12	SP...	Eng...	4	C.	Met...	Sp...	5.4	TT..	TT..	½El	½El	IR...	IF...	Mech.	WW	W..
Fiat	100	47	12x45	4	57x97	2.24x3.81	60	5.35	3	I..	4	Int..	Al..	OH.	Ch...	ThS...	abe...	Solex...	Grav..	Marelli..	M...	12	SP...	Eng...	3	C.	1 Met.	Sp...	6.1	TT..	TT..	½El	½El	IR...	IF...	Mech.	WW	D...
Fiat	114	55	28x5.25	6	68x103	2.67x4.14	137	4.95	7	L..	6	Int..	Al..	CC.	Ch...	Pu...	abe...	Solex...	Vac..	Delco...	B...	12	SP...	Eng...	4	C.	2 Met.	Sp...	5.3	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WW	D...
Fiat	123	55	30x6	6	72x103	2.83x4.14	153	4.95	7	L..	6	Int..	Al..	CC.	Ch...	Pu...	abe...	Solex...	Vac..	Delco...	B...	12	SP...	Eng...	4	C.	2 Met.	Sp...	5.3	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WW	D...
Fiat	118	55	30x6	6	82x118	3.22x4.7	228	5.1	7	L..	6	Int..	Al..	CC.	Ch...	Pu...	abe...	Solex...	Vac..	Delco...	B...	12	SP...	Eng...	4	C.	2 Met.	Sp...	4.3	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WW	D...
Isotta	145	56	33x6.75	8	95x130	3.74x5.11	445	5	9	I..	8	Sep..	Al..	CC.	Ch...	Pu...	abe...	Zenith...	Vac..	Bosch...	M...	12	MD...	Eng...	3	C.	1 Met.	Sp...	4.1	TT..	TT..	½El	½El	IF...	IF...	Servo.	WS..	W..
Itala	118	53	14x50	6	65x100	2.55x3.93	122	6	7	I..	6	Int..	Al..	CC.	Pin...	Pu...	abe...	Zenith...	Vac..	Bosch...	M...	12	MD...	Eng...	4	C.	1 Met.	Sp...	5.1	TT..	TT..	½El	½El	IF...	IF...	Servo.	WW	W..
Itala	110	52	14x45	6	65x100	2.55x3.93	122	6.5	7	I..	6	Int..	Al..	CC.	Pin...	Pu...	abe...	Zenith...	Vac..	Bosch...	M...	12	MD...	Eng...	4	C.	1 Met.	Sp...	4.4	TT..	TT..	½El	½El	IF...	IF...	Servo.	WW	W..
Lancia	134	56	14x50	4	82.5x120	3.23x4.72	156	5 2	3	I..	4	Sep..	Al..	OH.	Hel...	Pu...	abe...	Zenith...	Vac..	Bosch...	B...	12	SP...	Sep..	4	C.	Met. Fab	Sp...	4.4	TT..	TT..	Coil..	½El	IR...	IF...	Mech.	WW	W..
BELGIAN																																					
A. D. K.	110	51	730x130	4	70x105	2.75x4.12	98	5		3	I...	4	Sep..	Al..	CC.	Pin...	ThS...	abe...	Sthen...	Vac..	Scin.....	M...	6	SP...	Eng...	3	C..	2 Met.	Bev..	4.7	Sp....	Sp..	½El	½El	IR...	IF...	Direct	WS..	D...
A. D. K.	115	52	740x140	8	63x94	2.48x3.70	107	5		4	I...	8	Sep..	Al..	CC.	Pin...	Pu...	abe...	Solex...	Vac..	Scin.....	M...	6	SP...	Eng...	3	C.	2 Met.	Sp...	4.6	Sp....	Sp..	½El	½El	IR...	IF...	Servo.	WS..	D...
F. N.	108	50	28x4.95	4	68x100	2.67x3.93	88	5		3	I...	4	Sep..	Al..	CC.	Pin...	ThS...	abe...	Solex...	Grav..	Bosch...	M...	12	SP...	Eng...	4	C.	2 Met.	Sp...	4.7	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WS..	W..
F. N.	110	50	730x130	4	68x100	2.67x3.93	88	4		3	I...	4	Sep..	Al..	CC.	Pin...	ThS...	abe...	Solex...	Grav..	Bosch...	B...	6	SP...	Eng...	4	C.	2 Fab.	Sp...	5.2	Sp....	Sp..	½El	½El	IR...	IF...	Mech.	WS..	A...
Imperia	106	50	730x130	4	66x80	2.59x3.14	66	5		2	Sl...	4	Sep..	Al..	CC.	Pin...	ThS...	a.....	Solex...	Grav..	N-E...	B...	6	SP...	Eng...	4	C.	2 Fab.	Sp...	5.7	Sp....	Sp..	½El	½El	IR...	ITF..	Servo.	WS..	A...
Imperia	115	50	740x140	6	66x80	2.59x3.14	99	5		4	Sl...	6	Sep..	Al..	CC.	Ch...	ThS...	abe...	Zenith...	Grav..	N-E...	B...	6	SP...	Eng...	4	C.	2 Fab.	Sp...	5.7	Sp....	Sp..	½El	½El	IR...	ITF..	Servo.	WS..	A...
Minerva	119	56	775x145	6	68x92	2.67x3.62	122	5		7	Sl...	6	Sep..	Al..	CC.	Ch...	Pu...	a.....	Zenith...	Vac..	Scint..	B...	12	SP...	Eng...	3	C.	2 Met.	Sp...	5.8	Sp....	Sp..	½El	½El	IR...	IF...	Servo.	WS..	D...
Minerva	145	56	32x6.75	6	80x112	3.14x4.4	206	5		7	Sl...	6	Sep..	Al..	CC.	Ch...	Pu...	a.....	Zenith...	Vac..	Scint..	M...	12	MD...	Sep..	4	R..	2 Met.	Sp...	4.7	Sp....	TT..	½El	Cant..	IR...	IF...	Servo.	WW	W..
Minerva	149	56	32x6.75	6	95x140	3.74x5.51	362	6		7	Sl...	6	Sep..	Al..	CC.	Ch...	Pu...	a.....	Zenith...	Vac..	Scint..	M...	12	MD...	Sep..	4	C.	2 Met.	Sp...	3.9	Sp....	TT..	½El	Cant..	IR...	IF...	Servo.	WW	W..
Nagant	122	56	775x145	4	75x120	2.95x4.72	128	5		3	I...	4	Sep..	CI..	CC.	Pin...	ThS...	abe...	Solex...	Vac..	Bosch...	M...	12	SP...	Eng...	4	C.	1 Met.	Sp...	5.1	TT..	TT..	½El	Cant..	IF...	IF...	Mech.	WS..	A...
Nagant	121	51	775x145	6	68x91	2.67x3.58	109	5		4	L..	6	Sep..	CI..	CC.	Ch...	ThS...	abe...	Solex...	Vac..	N-E...	B...	12	SP...	Eng...	4	C.	1 Met.	Sp...	5.7	TT..	TT..	½El	½El	IF...	IF...	Mech.	WS..	A...
GERMAN																																					
Adler "Favorit"	110	53	28x5.25	4	75x110	2.95x4.33	116	5.3		3	L..	4	Sep..	Al..	CC.	Ch...	Pu...	abce..	Pallas...	Vac..	RB.....	B...	6	SP...	Eng...	3	C.	2 Met.	Sp...	5.9	Sp....	Sp..	½El	½El	ET...	EF...	Hyd..	WS..	D...
Adler "Standard 6"	112	53	30x5.77	6	70x110	2.75x4.33	155	5		7	L..	6	Sep..	Al..	CC.	Ch...	Pu...	abce..	Pallas...	Vac..	RB-Mea	B...	6	SP...	Eng...	3	C.	2 Met.	Sp...	5.9	Sp....	Sp..	½El	½El	ET...	EF...	Hyd..	WS..	D...
Adler "Stand. 6S"	123	53	30x5.77	6	75x110	2.95x4.33	178	5.3		7	L..	6	Sep..	Al..	CC.	Ch...	Pu...	abce..	Strom...	Vac..	RB.....	B...	6	SP...	Eng...	3	C.	2 Met.	Sp...	5.9	Sp....	Sp..	½El	½El	ET...	EF...	Hyd..	WS..	D...
Adler	131	56	32x6.00	8	75x110	2.95x4.33	232	5.3		9	L..	8	Sep..	Al..	CC.	Ch...	Pu...	abce..	Strom...	Vac..	RB.....	B...	6	SP...	Eng...	3	C.	2 Met.	Sp...	4.92	Sp....	Sp..	½El	½El	ET...	EF...	Hyd..	WS..	D...
Aga "4"	109	45	730x130	4	64x110	2.52x4.33	87	4.8		3	L..	4	Sep..	Al...	CC.	Heli...	ThS...	SpP...	Solex...	Grav..	RB.....	M...	12	Co....	Eng...	3	C.	Met. Fab	Sp...	5.27	Sp....	Sp..	½El	½El	ET...	IF...	Mech.	WS..	HS..

Aga "6"	110.5	56	30x5.25	6	63.3x114	2.6x4.6	150.5	....	3	L...	6	Int...	Al...	CC.	Ch...	ThS...	abc...	Spec...	Vac...	....	B.	6	SP...	Eng...	3	C...	2 Met...	Sp...	4.6	Sp...	Sp...	½El	½El	IR.	IF...	Mech.	WS...	HS..
Audi "6"	152	57	33x6.75	6	90x122	3.54x4.8	284	5.2	8	I...	6	Sep..	CI..	OH.	Bev..	Pu....	abcd..	Zenith...	Vac...	RB.....	M	12	MD...	Eng...	4	C...	Met.....	Sp...	4.6	TT...	TT...	½El	½El	IR.	IF...	Hyd..	SN...	A...
Audi	142	57	32x6.75	8	80x122	3.15x4.8	297	5	5	L...	8	Sep..	Al...	CC.	Ch...	Pu....	abcde.	Zenith...	Vac...	RB.....	M..	12	MD...	Eng...	3	C...	Met.....	Sp..	5.2	TT...	TT...	½El..	½El	IR.	IF...	Servo.	SN...	W..
Brennabor..."Z28"	102	50	27x4.75	4	70x102	2.75x4.01	95.7	5.25	2	F...	4	Int..	CI..	CC.	Heli...	Pu....	abc...	Solex....	Grav..	RB-Mea	B..	6	SP....	Eng...	3	C...	2 Fab..	Sp...	5.12	Sp...	Sp...	½El	½El	IR.	IF...	Mech.	SN...	D...
Brennabor..."AK"	118	56	30x5.25	6	70x111	2.75x4.37	155	5.1	3	L...	6	Sep..	CI..	CC.	Heli...	Pu....	abc...	Solex....	Vac...	RB-Mea	B..	6	SP....	Eng...	4	C...	2 Met..	Sp...	5.1	Sp...	Sp...	½El	½El	ET	IF...	Mech.	WS.	D...
Brennabor.."ASK"	118	56	30x5.25	6	77x111	3.03x4.37	188	5.1	3	L...	6	Sep..	CI..	CC.	Heli...	Pu....	abc...	Solex....	Vac...	RB-Mea	B..	6	SP....	Eng...	4	C...	2 Met..	Sp...	5.1	Sp...	Sp...	½El	½El	ET	IF...	Mech	WS.	D...
Daimler-Benz "Mercedes"-"Stuttgart"	110.5	56	30x5.25	6	65x100	2.56x3.93	120.6	5	7	L...	6	Int...	CI.	CC.	Spur..	Pu....	ab....	Zenith...	Grav..	RB.....	B..	12	SP....	Eng...	3	C..	Met.....	Sp...	6.62	TT...	Sp....	½El..	½El	IR.	IF...	Servo.	SN...	HS..
Daimler-Benz "Mercedes"..320	135	56	32x6	6	76x115	2.99x4.52	189.6	5	7	L...	6	Int...	CI..	CC.	Spur..	Pu....	ab....	Zenith ..	Vac...	RB.....	B..	12	MD...	Eng...	4	C...	Met.....	Sp...	5.8	TT...	Sp....	½El	½El	IR.	IF...	Mech.	SN...	W..
Daimler-Benz "Mercedes"..350	135	56	32x6	6	80x115	3.15x4.52	210	5	7	L...	6	Int..	Al...	CC.	Spur..	Pu....	ab....	Zenith...	Vac...	RB.....	B..	12	MD...	Eng...	4	C...	Met.....	Sp...	5.4	TT...	Sp....	½El	½El	IR.	IF...	Mech	SN...	W..
Daimler-Benz "Mercedes".400/Comp	142.5	56	33x6.75	6	80x130	3.15x5.12	237.6	4.7	4	I...	6	Int..	Al..	OH.	Heli...	Pu....	abcde.	Spec....	Vac...	RB.....	M..	12	MD...	Eng...	4	Opt.	Met.....	Sp...	4.8	TT...	Sp....	½El	½El	IR.	IF...	Servo.	SN...	W..
Daimler-Benz "Mercedes".630/Comp	147.6	56	33x6.75	6	94x150	3.7x5.9	378.4	4.7	4	I..	6	Int...	Al..	OH.	Heli...	Pu....	abcde.	Spec....	Vac...	RB.....	M..	12	MD...	Eng...	4	Opt.	Met.....	Sp...	4	TT...	Sp....	½El	½El	IR.	IF...	Servo.	SN...	W..
Daimler-Benz "Mercedes"..K/Comp.	134	56	33x5	6	94x150	3.7x5.9	378.4	5	4	I...	6	Int..	Al..	OH.	Heli...	Pu....	abcde.	Spec....	Vac...	RB.....	M B	12	MD...	Eng...	4	Opt.	Met.....	Sp...	3	TT...	Sp....	½El..	½El	IR.	IF...	Servo.	SN...	W..
Daimler-Benz "Mercedes"...S/Comp	134	56	30x5	6	98x150	3.85x5.9	411.3	4.7	4	I...	6	Int..	Al..	OH.	Heli...	Pu....	abcde.	Spec....	Vac...	RB.....	MB.	12	MD...	Eng...	4	C...	Met.....	Sp...	2.5	TT...	Sp....	½El..	½El	IR.	IF...	Mech.	SN...	W..
Daimler-Benz "Mercedes".SS/KComp	116	56	30x5	6	100x150	3.93x5.9	428.4	4.7	4	I...	6	Int...	Al..	OH.	Heli...	Pu....	abcde.	Spec....	Vac...	RB.....	MB.	12	MD...	Eng...	4	C...	Met.....	Sp...	2.5	TT...	Sp....	½El	½El	IR.	IF...	Mech.	SN...	W..
Dixi	75	40	26x3.5	4	56x76	2.2x3	45.6	5.6	2	L...	4	Sep..	Al..	CC.	Heli...	ThS...	SpP...	Zenith...	Grav..	RB.....	B..	6	SP....	Eng...	3	C...	Met.....	Sp...	4.9	Sp...	Sp....	Trans.	Cant..	I-F....	IR.	Mech.	WS.	W..
Dixi "6"	116	53	30x5.77	6	70x120	2.75x4.72	143.7	5.35	3	L...	6	Int..	Al..	CC.	Heli...	ThS...	abc...	Zenith...	Vac...	RB.....	B..	12	SP....	Eng...	3	C...	2 Fab..	Sp..	5.5	Sp...	Sp....	½El	½El	IR.	IF...	Mech	SN...	D...
DKW (4 Cyls. 2 Stroke)	110	47	26x4.40	4	68x68	2.67x2.67	59.8	4.8	2	N...	2	Int..	Al..	N...	N.....	ThS...	Spl...	Zenith...	Grav..	Poege...	B..	6	SP....	Eng...	3	C...	2 Fab..	Sp...	5.25	RR...	RR...	Trans.	Trans.	......	IF...	Mech	WS.	D...
DKW (2 Cyls 2 Stroke)	102	43	26x4	2	74x68	2.91x2.67	36.6	5.5	3	N...	2	Int..	Al..	N...	N.....	ThS...	Petroil	DKW...	Grav..	Poege...	B..	6	SP....	Eng...	3	C...	2 Fab..	Sp...	5.5	RR...	RR...	Trans.	Trans.	IF...	IF...	Mech	WS.	D...
Elite-Diamant	137.5	56	32x6	6	75x118	2.95x4.64	190.8	5.5	7	L...	6	Int..	Al..	CC.	Ch....	Pu....	abce..	Zenith...	Vac...	RB.....	B..	12	MD...	Eng...	4	C...	FM....	Sp...	5.4	TT...	TT...	½El	½El	IR.	IF...	Mech.	SN...	A...
Hanomag	90.5	39	27x4	4	55x79	2.16x3.11	45.7	5.2	2	L...	4	Sep..	Al..	CC.	Heli...	ThS...	ab....	Solex....	Grav..	RB.....	B..	6	SP....	Eng...	3	C...	2 Fab..	Sp...	5.9	Sp...	TA...	½El	¼El	IR.	IF...	Mech	WS.	D...
Hanomag	75	36	710x90	1	80x100	3.15x3.94	30	6	2	I...	1	Sep..	Al..	CC.	Spur..	ThS...	ab....	Pallas...	Grav..	RB.....	M	6	SP....	Eng...	3	C..	None...	Ch...	2	RR...	RR..	Trans.	Coil..	ER	IR.	Mech.	WS.	A...
Hansa	125	50	30x5.77	4	78x110	3.06x4.33	128	4.75	3	L...	4	Sep..	CI..	CC.	Ch....	ThS...	abce..	Pallas...	Vac...	RB.....	M	12	MD...	Sep...	4	C...	2 Fab..	Sp...	5.27	Sp...	Sp...	½El	½El	IR.	IF...	Mech.	SN...	HS..
Hansa (Cont. Motor)	131.5	56	32x6.20	6	85.5x102	3.36x4.01	212.9	5.5	7	L...	6	Int...	Al..	CC.	Ch....	Pu....	abcde.	Strom...	Vac...	DR.....	B..	6	SP....	Sep...	4	C...	2 Fab..	Sp...	Opt.	Sp...	Sp...	½El	½El	IR.	IF...	Hyd..	SN...	D...
Hansa (Cont. Eng.)	135.7	56	32x6.20	8	76x120	2.99x4.72	263.8	5.5	5	L...	8	Int...	Al..	CC.	Ch....	Pu....	abcde.	Strom...	Vac...	DR.....	B..	6	SP....	Sep...	4	C...	2 Fab..	Sp...	Opt.	Sp...	Sp...	½El	½El	IR.	IF...	Hyd..	SN...	HS..
Hansa-Lloyd (AlEng)	147.5	59	33x6.75	8	85x115	3.34x4.52	318.5	5.34	9	I...	8	Int..	CI..	OH.	Heli...	Pu....	abce..	Zenith...	Vac...	RB.....	B..	12	MD...	Eng...	3	C...	Met. Fab	Sp...	4.72	Sp...	Sp...	½El	½El	IR.	IF...	Hyd..	SN...	W..
Horch	136	56	32x6	8	67.5x118	2.65x4.64	206.1	5.4	5	I...	8	Sep..	Al..	OH.	Heli...	Pu....	abde.	Solex....	Vac...	DR.....	B..	12	MD...	Eng...	4	C...	2 Met..	Sp...	5.55	TT...	TT...	½El	½El	IR.	IF...	Servo.	SN...	HS..
Ley N8	113	53	30x5.25	6	65x100	2.55x3.93	121.5	6	4	L...	6	Sep..	Al..	CC.	Ch....	Pu....	abc...	Zenith...	Vac...	RB.....	B..	12	SP....	Eng...	3	C...	2 Met..	Sp...	5.6	Sp...	Sp...	½El	½El	IF...	IF...	Mech.	WS.	D...
Ley V12	126	57	30x5.77	6	75x120	2.95x4.72	194	5.5	7	L...	6	Int..	Al..	CC.	Ch....	Pu....	abc...	Zenith...	Vac...	RB.....	B..	12	SP....	Eng...	3	C...	2 Met..	Sp...	5	Sp...	Sp...	½El	½El	IR.	IF...	Mech	WS.	HS..
Mannesmann....70	132.5	56	30x5.25	8	64x94	2.52x3.7	146.5	5.7	3	I...	4	Sep..	Al..	CC.	Heli...	Pu....	abde.	Solex....	Vac...	RB.....	B..	12	MD...	Eng...	3	C...	2 Fab..	Hyp.	6.7	Sp...	Sp...	½El	½El	IR.	IF...	Servo	WS.	HS..
Mannesmann....60	132.5	56	30x5.77	8	64x94	2.52x3.7	146.5	5.3	3	I...	4	Sep..	Al..	CC.	Heli...	Pu....	abde.	Solex....	Vac...	RB.....	B..	12	MD...	Eng...	3	C...	2 Fab..	Hyp.	6.7	Sp...	Sp...	½El	½El	IR.	IF...	Servo	WS.	HS..
Mannesmann...100	136	56	30x6.75	8	82x122	3.22x4.8	317	5.3	9	L...	8	Int...	Al..	CC.	Ch....	Pu....	abde.	Solex....	Vac...	RB.....	B..	12	Sp...	Eng...	3	C...	2 Fab..	Hyp.	5.2	Sp...	Sp...	½El	½El	IR.	IF...	Servo	WS.	HS..
Maybach W5	144	58	33x6.75	6	94x168	3.7x6.61	426.8	5.7	4	H...	6	Sep..	Al..	CC.	HeCh.	Pu....	abce..	Maybach	Pu....	RB.....	MB.	12	Pl....	Eng...	2	C...	Met.....	Sp...	4.46	TT...	TT...	½El	½El	IFT...	IFT...	Hyd..	SN...	D...
Maybach W3	144	58	33x6.75	6	95x135	3.74x5.31	350.3	4.8	4	L...	6	Sep..	CI..	CC.	Heli...	Pu....	abc...	Maybach	Pu....	RB.....	MB.	12	Pl....	Eng...	2	C...	Met.....	Sp...	4.5	TT...	TT...	½El	½El	IFT...	IFT...	Mech.	SN...	D...
Mercedes-Benz "Nurburg"	144.5	56	32x6.5	8	80x115	3.15x4.52	280.2	5	9	L...	8	Int..	Al..	CC.	Spur..	Pu....	ab....	Zenith...	Vac...	RB.....	B..	12	MD...	Eng...	4	C...	Met.....	Sp...	4.81	TT...	Sp...	½El	½El	IR.	IF...	Servo	SN...	W..
N. A. G....201	122	56	32x6	6	74x120	2.91x4.72	187.5	5.3	7	I...	6	Sep..	Al..	CC.	Heli...	Pu....	abc...	Pallas...	Vac...	RB-Mea	B..	6	MD...	Eng...	3	C...	2 Fab..	Sp...	5.2	Sp...	Sp...	½El	½El	IR.	IF...	Servo.	SN...	D..
N. A. G....204	133	56	32x6	6	80x120	3.15x4.72	219.3	5.5	7	I...	6	Sep..	Al..	CC.	Heli...	Pu....	abc...	Pallas...	Vac...	RB-Mea	B..	6	MD...	Eng...	3	C...	2 Fab..	Sp...	4.9	Sp...	Sp...	½El	½El	IR.	IF...	Servo.	SN...	D...
N. S. U.	111	49	28x5	6	62x99	2.44x3.89	108.6	5.5	4	L...	6	Sep..	Al..	CC.	Heli...	ThS...	abcde.	Solex....	Grav..	RB.....	B..	6	MD...	Eng...	3	C...	2 Met..	Sp...	5.45	Sp...	Sp...	½El	½El	IR.	IF...	Mech	WS.	D...
Opel 1 Ltr.	99	46	27x4.75	4	60x90	2.36x3.54	62.1	5.2	2	L...	4	Sep..	CI..	CC.	Heli...	ThS...	abc...	Solex....	Grav..	RB.....	B..	6	SP....	Eng...	3	C...	Fab.....	Sp...	5.2	Sp...	Sp...	½El	¼El	IT...	IF...	Mech	WS.	D...
Opel 2 Ltr.	108	50	28x5	6	64x100	2.52x3.93	177.7	5.3	3	L...	6	Sep..	CI..	CC.	Heli...	ThS...	abc...	Solex....	Grav..	RB.....	B..	6	MD...	Eng...	3	C...	Fab.....	Sp...	5	Sp...	Sp...	½El	¼El	IT...	IF...	Mech	WS.	D...
Opel 2.6 Ltr.	118	56	30x5.77	4	89x105	3.5x4.13	159.8	5.3	3	L...	4	Sep..	CI..	CC.	Heli...	ThS...	abc...	Solex....	Grav..	RB.....	B..	6	MD...	Eng...	3	C...	Fab.....	Sp...	5	Sp...	Sp...	½El	¼El	IT...	IF...	Mech	WS.	D...
Opel 3.6 Ltr.	126	56	30x5.77	6	83x112	3.26x4.4	222	5.22	7	L...	6	Sep..	CI..	CC.	Ch....	Pu....	abc...	Solex....	Vac...	RB.....	B..	6	MD...	Eng...	3	C...	Fab.....	Sp...	5	Sp...	Sp...	½El	¼El	IT...	IF...	Mech	WS.	D...
Opel 4.2 Ltr.	126	56	30x5.77	6	89x112	3.5x4.4	254.4	5.2	7	L...	6	Sep..	CI..	CC.	Ch....	Pu....	abc...	Solex....	Vac...	RB.....	B..	6	MD...	Eng...	3	C...	Fab.....	Sp...	5	Sp...	Sp...	½El	¼El	IT...	IF...	Mech.	WS.	D...
Opel	145	59	32x6.75	8	89x120	3.5x4.72	364.2	5.3	9	L...	8	Sep..	CI..	CC.	Ch....	Pu....	abcde.	Solex....	Pu....	RB.....	B..	6	MD...	Eng...	3	C...	Fab.....	Sp...	4.55	Sp...	Sp...	½El	½El	IT...	IF...	Hyd.	WS.	HS..
Rohr	120	55	28x5	8	60x100	2.36x3.93	137.3	6	9	I...	8	Int..	Al..	CC.	Heli...	Pu....	ab....	Solex....	Grav..	Various..	B.		MD...	Eng...	3	C...	2 Fab..	Sp...	Var.	RR...	RR...	Trans.	Cant..	IF...	IF...	Servo	Spur..	D...
Rumpler (frontdrive)	125	55	30x5.77	4	80x130	3.15x5.12	159	5.2	3	I...	4	Sep..	CI..	CC.	Ch....	Pu....	abc...	Zenith...	Grav..	RB.....	M..	12	MD...	Eng...	3	C...	Met.....	Sp...	4	G-B...	G-B...	¼El..	Cant..	IR.	ET/IR	Mech	SN...	D...
Selve	136	56	32x6	6	74x120	2.91x4.72	188.8	4.8	7	L...	6	Sep..	Al..	CC.	Ch....	Pu....	abc...	Solex....	Vac...	RB.....	M..	12	SP....	Eng...	3	C...	2 Met..	Sp...	5.1	Sp...	Sp....	½El	½El	IR.	IF...	Servo	SN...	HS..
Simson	138	56	32x6	6	76x115	2.99x4.52	191	5.2	7	I...	6	Sep..	Al..	CC.	Heli...	Pu....	abc...	Zenith...	Vac...	RB.....	B..	12	SP....	Eng...	4	C...	Met.....	Sp...	4.73	TT...	TT...	½El	½El	IR.	IF...	Servo.	SN...	HS..
Simson	118	51	775x145	4	70x128	2.75x5.03	120	6.5	3	I...	4	Sep..	Al..	OH.	Bev...	Pu....	abc...	Juhasz..	Vac...	RB.....	M	12	SP....	Eng...	4	C...	Met.....	Sp...	4.54	TT...	TT...	½El..	½El	IR.	IF...	Mech	SN...	W..
Stoewer 2.5 L	122	56	28x5.25	8	62x102	2.44x4	150.3	6	5	L...	8	Int...	Al..	CC.	Ch....	Pu....	abe...	Scheb...	Pu....	Delco...	B..	12	Sp....	Eng...	4	C...	2 Met..	Sp...	5.5	Sp...	Sp...	½El	½El	IT...	IF...	Hyd..	WS.	W..
Stoewer 4.L	134	56	30x6	8	72x122	2.83x4.8	242.5	5.2	5	L...	8	Int..	Al..	CC.	Ch....	Pu....	abe...	Scheb...	Pu....	Delco...	B..	12	SP....	Eng...	4	C...	2 Met..	Sp...	4.9	Sp...	Sp...	½El	½El	IT...	IF...	Hyd	WS.	W..
Wanderer...1½ Ltr.	110	49	28x5.25	4	72x96	2.83x3.78	94.7	5.3	3	I...	4	Sep..	Al..	CC.	Ch....	Pu....	abcde.	Pallas...	Grav..	RB.....	M	12	MD...	Eng...	3	C...	2 Fab..	Sp...	5.33	Sp...	Sp...	½El	½El	IR.	IF...	Mech	SN...	D...
Wanderer...2 Ltr.	110	49	28x5.25	4	72x120	2.83x4.72	119	5.3	3	I...	4	Sep..	Al..	CC.	Ch....	Pu....	abcde.	Pallas...	Grav..	RB.....	M	12	MD...	Eng...	3	C...	2 Fab..	Sp...	5.33	Sp...	Sp...	½El	½El	IR.	IF...	Mech.	SN...	D...
Wanderer...2½ Ltr.	114	56	30x6.00	6	72x104	2.83x4.09	155	5.3	7	I...	6	Sep..	Al..	CC.	Ch....	Pu....	abcde.	Pallas...	Grav..	RB.....	N..	12	MD...	Eng...	3	C...	2 Fab..	Sp...	5.77	Sp...	Sp...	½El	½El	IR.	IF...	Hyd..	SN...	D...

ABBREVIATIONS

A—Artillery
a—Main Bearings
Al—Aluminum
Alp—Alpax Duralumin
B—Battery
b—Lower Rod Bearings
Bev—Bevel Gear
BF—Internal Front and External Rear
C—Center
c—Camshaft
Cab—Cable
Cant—Cantilever
CC—Crankcase
Ch—Chain
CI—Cast Iron
Co—Cone
D—Disk
Dew—Dewandre
DM—Direct Mechanical
DR—Delco Remy
Duc—Ducellier
e—Timing Gear Case
Eise—Eisemann
EF—External Four Wheels
El—Elliptic
Eng—Unit with Engine
ER—External Rear Wheels
ET—External Transmission
Ex—Expanding Shoe
F—"F" Head (Valves)
Fab—Fabric
Gau—Gaumont
GA—Gr ouvelle and Arquembon
Grav—Gravity
H—Horizontal
He & Ch—Helical Gear & Chain
HS—Hollow Spoke
Heli—Helical Gear
Hyd—Hydraulic
Hyp—Hypoid
I—Valves in Head
IF—Internal Four Wheels
IFT—Internal Front and Transmission
IT—Internal Transmission
Int—Integral
IR—Internal Rear Wheels
L—"L" Head
Le—Lever
M—Magneto
Mag—Magnesium
Mar—Marelli
MB—Magneto and Battery
MD—Multiple Disk
Met—Metal (Universals)
N-E—North East
N—None
OH—Overhead
Pin—Pinion
Pl—Planetary
Pneu—Pneumatic
P.Rh.—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
RA—Unit with Rear Axle
RB—Robert Bosch
RR—Radius Rods
Scheb—Schebler
Scin—Scintilla
Sep—Separate
SL—Sleeve Valve
SN—Screw and Nut
Sp—Springs (Torque and Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
SpP—Splash with Pressure
StS—Steel Spoke
Spc—Aluminum Piston with Cast Iron Skirt
St—Straight Bevel
Ste—Steam
Strom—Stromberg
SwA—Swinging Axle
TA—Torque Arm
T½ El—Transverse ½ Elliptic
ThS—Thermo Syphon
Tr.Can—Transverse Cantilever
Trans—Transverse
TT—Torque Tube
Vac—Vacuum
Var—Various
Vict—Victrix
W—Wire
West—Westinghouse
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
X—Sleeve Valve
2C—Two Cycle
*—Fitted with Supercharger
†—1928 Specifications

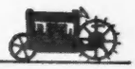
Continental Passenger Cars—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio to 1	No. of Main Bearings	Valve Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication (Pressure to)	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
AUSTRIAN																																						
Austro-DaimlerADR	138	57	32x6.20	6	76x110	2.99x4.33	182.7	5.25	3	I		6	Int	Al	OH	Bev	Pu	abc	Zenith	Vac	RB	M	12	SP	Eng	4	C	2 Met	Sp	5.36	SwA	SwA	½El	Trans	IR	IF	Servo	SN	W
Austro-Fiat	118	53	14x45	4	75x95	2.95x3.74	102.4	5	5	L		4	Sep	Al	CC	Ch	ThS	ab	Zenith	Grav	RB	B	12	SP	Eng	4	C	SwA	Sp	5.63	RR	RR	½El	½El	IR	IF	Mech	WS	D
Graef & Stift....Sp5	144	57	32x6.75	6	80x130	3.15x5.12	239	5	7	I		6	Int	Al	OH	Ch	Pu	abce	Zenith	Vac	RB	M	12	SP	Sep	4	C	Met	Sp	5	TT	TT	½El	Cant	IR	IF	Hyd	SN	D
Graef & Stift.....S3	145	57	32x6.75	6	95x140	3.74x5.52	363	4.8	7	I		6	Sep	Al	CC	Heli	Pu	abce	Zenith	Vac	RB	M	12	SP	Sep	4	C	2 Met	Sp	3.7	TT	TT	½El	Trans	IR	IF	Servo	SN	D
Steyr.....XX	124	50	775x145	6	65x104	2.65x4.09	126	5	3	I		6	Sep	Al	OH	Ch	Pu	abcde	Pallas	Grav	RB	M	12	SP	Eng	4	C	2 Fab	Sp	5.8	RR	RR	½El	Trans	IR	IF	Servo	SN	D
Steyr.....XII	118	50	775x145	6	61.5x88	2.42x3.46	95.7	5	3	I		6	Sep	CI	OH	Ch	Pu	abcde	Pallas	Grav	RB	M	12	MD	Eng	4	C	2 Fab	Sp	5.8	RR	RR	½El	Trans	IR	IF	Servo	SN	D
Steyr.....XVI	136	57	32x6.20	6	88x110	3.46x4.33	245	4.8	4	I		6	Sep	CI	OH	Spur	Pu	abcde	Pallas	Vac	RB	M	12	MD	Eng	4	C	Fab	Sp	4.46	TT	TT	½El	Cant	IR	IF	Servo	SN	W
Steyr.....SS	117	52	30x5	6	88x134	3.46x5.27	305	6.2	4	I		6	Sep	Al	OH	Spur	Pu	abcde	Pallas	Pu	RB	M	12	MD	Eng	4	C	Fab Met	Sp		TT	TT	½El	½El	IR	IF	Servo	SN	W
W.A.F.....S	129	53	780x150	4	82x140	3.22x5.51	131.6	4	3	L		4	Sep	CI	CC	Spur	Pu	ab	WAF	Vac	RB	M	6	MD	Eng	4	C		St	4.1	TT	TT	½El	½El	ER	ET	Mech	WS	HS
W.A.F.....8 Cyls.	147	54	860x160	8	72x110	2.83x4.33	218.5	4	6	L		4	Sep	CI	CC	Spur	Pu	ab	Zenith	Vac	RB	M	6	MD	Eng	4	C		St	3.8	TT	TT	½El	Cant	ER	ET	Mech	WS	HS
HUNGARIAN																																						
Magotax	118	56	730x130	6	59x100	2.32x3.93	91.5	5	3	L		6	Sep	CI	CC	Spur	ThS	abe	Zenith	Vac	RB	B	12	SP	Eng	3	C	Met	Sp	5.5	Sp	Sp	½El	½El	ET	IF	Hyd	SN	HS
Magosix	118	56	29x5	6	67x100	2.64x3.93	128	5	3	L		6	Int	Al	CC	Spur	ThS	abe	Strom	Vac	RB	B	12	SP	Eng	3	C	Met	Sp	4.5	Sp	Sp	½El	½El	ET	IF	Hyd	SN	HS
CZECHO-SLOVAKIAN																																						
Czechoslovakische Waffenwerke	104	44	24x4.75	2	80x100	3.15x3.93	61	4.8	4	N		2	Sep	Al	N	N	ThS	Petroil	Zenith	Grav	RB	M	6	SP	Eng	3	C	Fab	Sp	5	Sp	TT	¼El	¼El	IR	IR	Mech	WW	D
Praga-Piccolo	98	43	715x115	4	55x 90	2.16x3.54	52.1		2	L	4	Sep	Al	CC	Spur	ThS	ab	Zenith	Grav	RB	B	6	SP	Eng	3	C	Fab	Sp	5.8	Sp	Sp	½El	½El	IR	IR	Mech	WS	D
Praga-Alfa	114	49	29x5	6	60x88	2.36x3.46	91.1		4	L	6	Sep	Al	CC	Spur	ThS	abe	Zenith	Grav	RB	B	12	MD	Eng	4	C	Met	Sp	4.45	TT	TT	½El	½El	IR	IF	Hyd	SN	D
Praga-Mignon	128	53	32x6	6	70x108	2.75x4.25	152.4		4	L	6	Sep	Al	CC	Spur	Pu	abe	Zenith	Vac	RB	B	12	MD	Eng	4	C	Met	Sp	5.62	TT	TT	½El	½El	IR	IF	Hyd	SN	D
Praga-Grand 8	135	53	32x6.2	8	70x110	2.75x4.33	207		4	L	8	Sep	Al	CC	Spur	Pu	abe	Zenith	Vac	RB	B	12	MD	Eng	4	C	Met	Sp	5.62	TT	TT	½El	½El	IR	IF	Hyd	SN	D
†Skoda.....HS	145	57	33x5	6	100x140	3.93x5.51	403		7	I	6	Sep	Al	OH	Bev	Pu	abce	Solex	Vac	Delco	B	12	SP	Eng	3	R	2 Met	Sp		TT	TT	½El	½El	IR	IF	Servo	SN	W
†Skoda.....110	116	51	775x145	4	75x110	2.95x4.33	118.6		2	L	4	Sep	Al	CC	Heli	ThS	SpP	Solex	Vac	Scin	M	12	MD	Eng	4	C	2 Fab	Sp		Sp	Sp	½El	½El	ET	IF	Servo	SN	A
†Skoda.....120	122	51	775x145	4	75x110	2.95x4.33	118.6		2	L	4	Sep	Al	CC	Heli	ThS	SpP	Solex	Vac	Scin	M	12	MD	Eng	4	C	2 Fab	Sp		Sp	Sp	½El	½El	ET	IF	Servo	SN	A
†Skoda.....360	134	55	895x135	4	95x140	3.74x5.51	242		3	I	4	Sep	Al	CC	Heli	Pu	SpP	Solex	Vac	Scin	M	12	MD	Eng	4	C	2 Fab	Sp		Sp	Sp	½El	½El	ET	IF	Servo	SN	A
Tatra.....12	104	47	27x4.75	2	82x100	3.23x3.93	67	4.75	2	I	1	Sep	Al	CC	Heli	Air	abce	Solex	Grav	Scin	M	6	MD	Eng	4	C	None	Sp	4.8	SwA	SwA	Trans	Trans	IR	IF	Mech	SN	D
Tatra.....30	109	51	13x45	4	75x 95	2.91x3.74	102.4	4.95	2	I	1	Sep	Al	CC	Heli	Air	ab	Zenith	Grav	RB	M	12	MD	Eng	4	C	None	Sp	4.8	SwA	SwA	Trans	Trans	IR	IF	Mech	SN	D
Tatra.....17	141	53	32x6	6	70x100	2.75x3.94	141	5.5	4	I	6	Sep	Al	CC	Ch	Pu	abce	Zenith	Vac	RB	B	12	Co	Eng	4	C	None	Sp	5.2	SwA	SwA	Trans	Trans	IR	IF	Mech	SN	W
Walter.....4B	110	51	14x45	4	70x108	2.75x4.25	101.4	4.75	3	I	4	Sep	Spc	CC	Spur	ThS	abce	Zenith	Vac	RB	M	12	SP	Eng	4	C	Met	Sp	4.6	TT	TT	½El	½El	IR	IF	Servo	WW	D
Walter.....6B	130	55	16x50	6	70x108	2.75x4.25	152	5.2	4	I	6	Sep	Spc	CC	Spur	Pu	abce	Zenith	Vac	RB	M	12	SP	Eng	4	C	Met	Sp	5	TT	TT	½El	½El	IR	IF	Hyd	WW	D

ABBREVIATIONS

A—Artillery
a—Main Bearings
Al—Aluminum
Alp—Alpax Duralumin
B—Battery
b—Lower Rod Bearings
Bev—Bevel Gear
BF—Internal Front and External Rear
C—Center
c—Camshaft
Cab—Cable
Cant—Cantilever
CC—Crankcase
Ch—Chain
CI—Cast Iron
Co—Conc
D—Disk
Dew—Dewandre
DM—Direct Mechanical
DR—Delco Remy
Duc—Ducellier
e—Timing Gear Case
Eise—Eisemann
EF—External Four Wheels
El—Elliptic
Eng—Unit with Engine
ER—External Rear Wheels
ET—External Transmission
Ex—Expanding Shoe
F—"F" Head (Valves)
Fab—Fabric
Gau—Gaumont
GA—Grouvelle and Arquembon
Grav—Gravity
H—Horizontal
He & Ch—Helical Gear and Chain
Heli—Helical Gear
HS—Hollow Spoke
Hyd—Hydraulic
Hyp—Hypoid
I—Valves in Head
IF—Internal Four Wheels
IFT—Internal Front and Transmission
Int—Integral
IR—Internal Rear Wheels
IT—Internal Transmission
L—"L" Head
Le—Lever
M—Magneto
Mag—Magnesium
Mar—Marelli
MB—Magneto and Battery
MD—Multiple Disk
Met—Metal (Universals)
N-E—North East
N—None
OH—Overhead
Pin—Pinion
Pl—Planetary
Pneu—Pneumatic
P.Rh.—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
RA—Unit with Rear Axle
RB—Robert Bosch
RR—Radius Rods
Scheb—Schebler
Scin—Scintilla
Sep—Separate
SL—Sleeve Valve
SN—Screw and Nut
Sp—Springs (Torque and Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
SpP—Splash with Pressure
StS—Steel Spoke
Spc—Aluminum Piston with Cast Iron Skirt
St—Straight Bevel
Ste—Steam
Strom—Stromberg
SwA—Swinging Axle
TA—Torque Arm
T½ El—Transverse ½ Elliptic
ThS—Thermo Syphon
Tr.Can—Transverse Cantilever
Trans—Transverse
TT—Torque Tube
Vac—Vacuum
Var—Various
Vict—Victrix
W—Wire
West—Westinghouse
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
X—Sleeve Valve
2C—Two Cycle
***—Fitted with Supercharger
†—1928 Specifications

American Agricultural Tractors



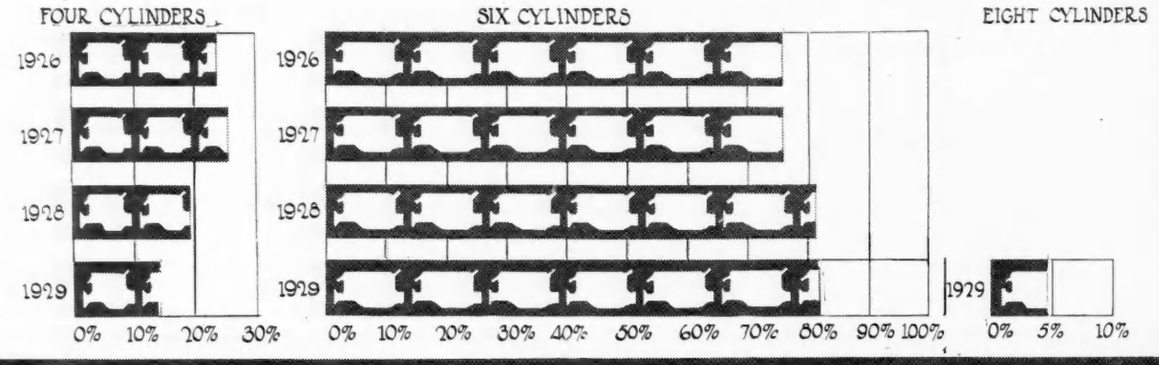
MAKE AND MODEL	GENERAL										ENGINE											CLUTCH BELT PULLEY				DRIVE				
	Price ($)	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Drawbar—Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Fuel System Oil: Carbureter Make	Fuel Recommended	Air Cleaner Make	System Type	Cooling System Type	TYPE AND MAKE	Diameter (Ins.)	Face (Ins.)	Clutch Type	No. Forw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheel	Wheel or Track?
Adv. Rumely..W		3	2.8a	5510	80½	30½	9 5/16	H	20-30	F.A.K..	Own..	2	5 1/2x7	H..	I..	850		Own	Ker.	Don..	MO.	Pu.									
Adv. Rumely..X		4	2.8a	7948	88	34½	11¼	H	25-40	F.A.K..	Own..	2	6 1/2x8 1/4	H..	I..	750		Own	Ker.	Don..	MO.	Pu.		16	7½	MD	1		SG..	Hub.	2	Wh.
Adv. Rumely..Y		5–6	2.8a	11700	98	39	12 7/16	H	30-50	F.A.K..	Own..	2	7 1/2x9 1/2	H..	I..	635		Own	Ker.	Don..	MO.	Pu.		18¾	8¼	MD	1		SG..	Hub.	2	Wh.
Adv. Rumely..Z		10	2.5a	16150	115	45	13 5/16	H	40-60	F.A.K..	Own..	2	9x11	H..	I..	470		Own	Ker.	Don..	MO.	Pu.		21¾	10	MD	1		SG..	Hub.	2	Wh.
Allis-Ch. 20-35..	1295	4	3.25	6000	90½	14½	11½	H	20-35	F.A.K.	Own..	4	4 3/4x6 1/2	V..	I..	930	Eise...	Kin.	Gas.	Don..	HC.	Pu.	ES-Own..	25	10	MD	1		SG..	Hub.	2	Wh.
Allwork..... D	....	4–5	2.75	6500	80	26	14	V..	20-35	F.A.K..	Own..	4	5 1/4x6	V..	L..	900	Bosch	Kin.	Ker.	Ben..	HC.	Pu.	MD-Own.	13 3/4	7½	MD	3	48-14	SG..	Rim..	2	Wh.
Allwork..... DA	....	5	2.75	8400	80	28	14	V..	22-40	F.A.K.	Own..	4	5 1/2x7	V..	L..	900	Bosch	Kin.	Ker.	Ben..	HC.	Pu.	MD-Own.	14¼	9½	MD	3	48-14	SG..	Rim..	2	Wh.
Atlas..... B	3000	6	2.6	85000	100	12	12	H..	25-45	S.A....	Wauk.	4	4 1/2x6 1/4	V..	L..	1100	Eise...	Str....		Ben.	CS..	Pu.	MD-Hill..			MD			SI.	Rim..	0	Wh.
Avery..... 25-50	2950	5	2.7a	12500	117	20	13	H	25-50	S.A....	Own..	4	6 3/4x8	H..	I..	650	Bosch.	Kin.	G-K	None..	CS..	Pu.	MD-Own.	22	8½	MD	2	69-20	SG..	Rim..	2	Wh.
Avery..... 45-65	4150	10	1.9a	22000	138	20½	17	H	45-65	S.A....	Own..	4	7¾x8	H..	I..	550	Bosch.	Kin.	G-K	None..	CS..	Pu.	MD-Own.	26	10	MD	2	87½–24	SG..	Rim..	2	Wh.
‡Bailor..... A	600	....	2.3a	2500	86¾	9	28	U..	....	S.A....	LeRoi.	4	3 1/2x4 1/4	V..	L..	....	Dixie..	Kin.	Gas.	W-B..	CS..	....	SP-B&B..	....	....	....		44-6	Cha	Spks.	2	Wh.
‡Bailor..... W	500	....	2.7a	1900	....	7¾	28	U..	12	S.A....	LeRoi.	4	3 1/2x4 1/2	V..	L..	....	Dixie..	Kin.	Gas.	W-B.	CS..	....	SP-B&B..	8	6	....	2	40-4	Cha	Spks.	2	Wh.
Bates..... F	....	3	3.0a	4850	80	16	12	H	18-25	F.A.K..	Beav.	4	4¼x6	V..	I..	1100	Bosch.	Kin.	G-K	Pom..	HC.	Pu.	SP-B&B..	12	8½	SP..	2	56-10	SG..	Axle.	2	Tr..
Bates..... G	....	4	3.0a	6500	80½	13½	12	H..	25-35	F.A.K.	Beav.	4	4½x6	V..	I..	1000	Bosch.	Kin.	Gas.	Pom..	HC.	Pu.	SP-TDi..	12	8½	SP..	2	56-10	SG..	Axle.	2	Tr..
Bates..... 40	....	0	Var.	11000	84	14	14	H..	30-40	T.D.M.	Wauk.	4	5 x6 1/4	V..	L..	1000	Bosch.	Str..	Gas.	Pom..	HC.	Pu.					3	84-12	SG..	Axle.	0	Tr..
Bates..... 25	....	0	Var.	6500	80	12	14	H..	20-30	T.D.M	Beav.	4	4½x6	V..	I..	1000	Bosch.	Kin.	Gas.	Pom..	HC.	Pu.	SP-B&B..	12	8½	SP..	3	64-11	SG..	Axle.	0	Tr..
Beeman..... M	265	7–8	1.9a	550	17¼	5	7¾	U..	2- 4	H.B....	Own..	1	3½x4½	V..	L..	1000	Heinze	Kin.	Gas.	Don..	CS..	Th.	Co-Own..	4½	3¾	No..	1	25-3¼	SG..	Axle.	2	Wh.
Bryan.... Steam	1970	3	2.50	5500	88	14	15	H..	15-30	F.A.K.	Own..	2	4 x5	H..	S.	300	None..	No..	Ker.	None..	MO.		None....	24	7½	No..	V.	52-12	SG..	Axle.	2	Wh.
Case..... 12-20	995	2–3	3 0	.....	65	24	11½	H..	12-20	F.A.K..	Own..	4	4½x5	V..	I..	1050	Mag..	Kin.	Ker.	Own..	HC.	Pu.	SP-TDi..	14¼	6¾	SP.	2	42-12	SG..	Spks.	2	Wh.
Case..... 18-32	1350	3–4	3.3	.....	76	27	14	H..	18-32	F.A.K..	Own..	4	4½x6	V..	I..	1000	Mag..	Kin.	Ker.	Own..	HC	Pu.	SP-TDi..	16	7½	SP..	2	52-14	SG..	Spks.	2	Wh.
Case..... 25-45	2350	4–5	3.2	.....	96	40½	15	H..	25-45	F.A.K..	Own..	4	5½x6¾	V..	I..	850	Mag..	Kin.	Ker.	Own..	HC.	Pu.	ES-Own.	16½	8½	ES..	2	56-16	SG..	Spks.	2	Wh.
Caterpillar. 2 Ton	1675	....	3.00	5100	58	11	11	H..	15-20	T.D.M.	Own..	4	4 x5½	V..	L..	1000	Eise...	Kin.	Gas.	Str....	HC.	Pu.	MD-Own.	11⅝	6½	Sl.G	3	10	SG..	Axle.	0	Tr..
"Caterpillar".. 10		....	2.58	4000	51	9	9½	H..	10-14	T.D.M.	Own..	4	3 3/8x4	V..	L..	1500	Eise...	Ens.		Pom..	HC.	Pu.	SP-Own..	9½	5½	No..	3		SB..	Axle.		Tr..
"Caterpillar".. 20	2175	....	2 58	7250	....	11½	11¾	H..	20-25	T.D.M.	Own..	4	4 x5½	V..	L..	1100	Eise...	Ens.	Gas.	Pom..	HC.	Pu.	SP-Own..	11⅝	6½	Sl.G	3	-11	SB..	Hub.		Tr..
"Caterpillar".. 30	2650	....	2.62	9100	68	12	11½	H..	25-30	T.D.M.	Own..	4	4¾x6½	V..	I..	850	Eise...	Ens.	Gas.	Pom..	HC.	Pu.	SP-Own.	12	8	No..	3	-13	SB.	Hub.	0	Tr..
"Caterpillar".. 60	4600	....	2.63	19100	89	18	14	H..	50-60	T.D.M.	Own..	4	6½x8½	V..	I..	650	Eise...	Ens.	Gas.	Pom..	HC.	Pu.	SP-Own..	16	10	No..	3	16-20	SB.	Hub.	0	Tr..
Cletrac..... 40	3985	8	2.9a	11237	132	22	8	H..	40-55	T.D.M.	Wisc.	6	4½x5	V..	I..	1575	D-R..	Sch.		Pom..	HC.	Pu.	SP-B&B..	20	13	SP..	3		IG..	Axle.		Tr..
Cletrac..... 100	7500	14	2.2a	28500	178	34	12	H..	100 120	T.D.M.	Wisc.	6	6x7	V..	I..		D-R..	Sch.		Pom..	HC.	Pu.	SP-B&B.	24	15	SP..	3		IG..	Axle.		Tr..
Cletrac..... 20	1775	3	2.25	4390	54	18	7	H..	20-27	T.D.M.	Own..	4	4 x5½	V..	I..	1375	Eise..	Til..	Ker.	Pom..	HC.	Pu.	SP-B&B..	12	6½	No..	2	22-9½	IG..	Axle	14	Tr..
Cletarc..... W	1145	2	3.00	3840	30	12	12	H..	12-20	T.D.M.	Own..	4	4 x5½	V..	I..	1265	Eise...	Kin.	Ker.	Pom..	HC.	Pu.	SP-B&B..	8	6	No..	1	36-8	IG..	Axle.	6	Tr..
Cletrac..... 30	2585	4	2.4	7000	69	21	5¾	H..	30-45	T.D.M.	Wisc.	6	4 x5	V..	I..	1575	Eise...	Til..	Ker.	Pom..	HC.	Pu.	SP-B&B.	15	8½	No.	2	25-13	IG..	Axle	8	Tr..
Eagle..... H	....	3–4	2.00	6800	88	15	17	H..	16-30	F.A.K..	Own..	2	8 x8	H..	I..	450	Dixie..	Sch.	Ker.	Own..	MO.	Pu.	ES-Own.	24	10	ES..	2	52-12	SG..	Rim..	2	Wh.
Eagle..... H	....	4–5	2.00	7100	91	16	17	H..	20-40	F.A.K.	Own..	2	8 x10	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES..	2	52-12	SG..	Rim..	2	Wh.
Eagle..... E	....	3–4	2.00	7800	84	14	11½	H..	20-35	F.A.K.	Own..	2	8 x9	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES..	2	48-14	SG..	Axle..	2	Wh.
Eagle H20-40 Sp.	....	4–5	2.00	8150	96	17	17	H..	20-40	F.A.K.	Own..	2	8 x10	H..	I..	450	Dixie..	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES..	2	52-18	SG..	Rim..	2	Wh.
Fitch Four Drive	2650	4	2 50	6000	86	20	11	H..	20-35	S.A....	Clim.	4	5 x6½	V..	L..	900	Bosch.	Kia.	Ker	Ben..	MO.	Pu.	SP-B&B.	12	8	JC..	3	42-12	BW.	Axle.	0	Wh.
Fordson.....	495	2	2 5a	2550	63	21	11⅝	H..	.-18	F.A.K..	Own..	4	4 x5	V..	L..	1000	Own..	Hol°	Ker.	Own.	CS..	Th.	MD-Own.	9½	6½	MD	3	42-12	Wo.	Axle.	2	Wh.
Four Drive..... E	1495	3	3.5	5500	66	26	12	N..	15-30	F.A.K.°	Wauk.	4	4 3/4x5 3/4	V..	L..	1000	Bosch.	Kin.		Ben..	MO.	Pu.	DM-TDi.	12	8		2		SG..	Hub.	0	Wh.
Gray..... 25-50	2585	4	3.00	6900	140	34½	18	N..	25-50	F.A.K.	Wauk.	4	5 x6¼	V.	L.	1000	RBos..	°Str	Gas.	Ben..	CS..	Pu	Co-Own..	11⅜	8⅛	Co..	2	54-54	Cha	Rim..	2	Wh.
Hart-Parr 12-24	....	2	3.33	4440	76	28	11⅜	H..	12-24	F.A.K..	Own..	2	5¾x6½	H..	I..	850	RBos.	Sch.	Ker.	Don..	MO.	Pu.	SP-Own..	13	8	SP..	3	46-10	SG..	Hub.	2	Wh.
Hart-Parr 18-36	....	3	3.25	5910	83	32	11⅜	H..	18-36	F.A.K..	Own..	2	6¾x7	H..	I..	800	RBos.	Sch.	Ker.	Don..	MO.	Pu.	SP-Own..	14	9	SP..	3	51-12	SG..	Hub.	2	Wh.
Hart-Parr 28-50	....	4	3.2	8500	91	32	11⅜	H..	28-50	F.A.K..	Own..	4	5¾x6½	H..	I..	850	RBos..	Sch.	Ker.	Don..	MO.	Pu.	SP-Own..	14	9	SP..	2	51-14	SG..	Hub.	2	Wh.
Huber.. Light 4	....	3	2.50	5000	91	12	16	U..	12-25	F.A.K..	Wauk.	4	4 1/2x5 3/4	V..	L..	1000	King..	Kin.	Ker.	Ben..	CS.	Pu.	ES-Own.	13	7	ES..	2	60-10	SG..	Rim..	2	Wh.
Huber..... 18-36	....	3	2.25	7900	92	30	14	U..	18-36	F.A.K.	Stea.	4	4¾x6½	V..	I..	1000	Eise...	Ens.	Gas.	Pom..	HC.	Pu.	SP-TDi..	15½	8	SP..	2	56-14	SG..	Axle.	2	Wh.
Huber..... 20-40	....	4	2.25	8200	93	30	14	U..	20-40	F.A.K.	Stea.	4	5 1/4x6 1/2	V..	I..	1000	Eise...	Ens.	Gas.	Pom..	HC.	Pu.	MD-TDi.	15½	8	M D	2	56-18	SG..	Axle.	2	Wh.
Huber..... 25-50	....	5	2.25	8500	93	30	14	U..	25-50	F.A.K..	Stea.	4	5 1/2x6 1/2	V..	I..	1000	Eise...	Ens.	Gas.	Pom..	HC	Pu	MD-TDi	15½	9	M D	2	56-20	SG..	Axle	2	Wh.
Imperial..... E	4500	1	2.25	21000	137	50	18	H..	70	S.A....	Own..	4	7½x9	H..	I..	400	K-W..	Kin.	Gas.	Ben..	MO.	Pu.	ES-Own.	30	12	ES.	2	96-24	SG..	Spks.	2	Wh.
John Deere..D	....	3	3.28	4164	69	14	10½	U..	15-27	F.A.K.	Own..	2	6¾x7	H..	I..	800	Split.	Sch.	G-K	Don..	HC.	Th.	MD-Own.	15	7½	M D	2	46-12	Cha	Axle.	2	Wh.
John Deere..GP	....	3	3.13	3600	70½	16	22	U..	10-20	F.A.K.	Own..	2	5¾x6	H..	I..	950	Own	Ens.		Don..	HC.	Th	SP-Own..	13	6½	SP..	3		Cha	Hub.	2	Wh.
J. T..... 45	3500	4–5	3.	10000	74	10	15	H..	30-	T.D.M.	Clim..	4	5 x6½	V.	I.	900	K-W..	Zen.	Gas.	PuL..	MO.	Pu.	MD-Cov.	10	8	MO.	1	-34	SG..	Rim..	2	Tr..
LaCrosse..... H	750	3	3.50	4000	90	15½	14	H..	12-24	F.A.K..	Own..	2	6 x6	H..	I..	850	K-K..	Kin.		Ben..	MO.	Pu.	FD-Own..	10½	8		1		SI.	Rim..	2	Wh.
Lauson..... 6T1			3.5	10500	105			N..	25-45	F.A.K.	Le Roi	6	4 1/2x6	V.	I.		ABos..	Til.		Taco..	HC.	Pu.	MD-TDi.	18	8½	No..			SG..	Hub.	2	Wh.
Lauson..... S	....	3–4	3.25	5550	84	30	9	U..	20-35	F.A.K..	Le Roi	4	4½x6	V.	I.	1100	Eise...	Til.	Gas.	Taco.	HC.	Pu.	MD-TDi	16	8	No..	2	48-12	SG.	Hub.	2	Wh.
Lauson..... TB	....	3–4	3.3	7580	91	30	9	H..	20-40	F.A.K.	Le Roi	4	4¾x6	V.	I.	1040	ABos.	Kin.	Gas.	Taco.	HC.	Pu.	MD-TDi	18	8	No..	2	54-20	SG.	Hub.	2	Wh.
‡Little Giant.. B	1000	3	2.50	5200	87	30	12½	H..	12-22	F.A.K.	Own..	4	4½x5	V.	L.	900	ABos.	Str.	Ker	Own.	CS.	Pu.	Co-Own..	10	7	ES..	3	54-14	SI.	Rim..	2	Wh.
McCormick.....	....	2	2–4	3650	....	7½	30	U..	....	S.A....	Own..	4	3¾x5	V.	I.	1200	Own..	Ens.	Ker.	Pom.	CS..	Th	SP-Own..	14	6½	SP..	3	40-6	SB.	Axle.	2	Wh.
McCormick 10-20	....	2	2–4	3900	78	14½	12	U..	10-20	F.A.K..	Own..	4	4¼x5	V.	I.	1000	Own..	Ens.	Ker.	Pom.	CS..	Th	SP-Own..	15½	7	SP..	3	42-12	SB.	Axle.	2	Wh.
McCormick 15-30	....	3	2–4	6250	85	16½	11	U..	15-30	F.A.K..	Own..	4	4½x6	V.	I.	1000	Own..	Ens.	Ker.	Pom.	CS.	Th	SP-Own..	16¾	9	SP..	3	50-12	SB.	Axle.	2	Wh.
Mead-Morr.. 55C	....	4	3.00	8900	64	12	....	H..	43	T.D.M.	Stea..	4	4¾x6½	V..	I..	1000	Eise...	Sch.	Gas.	Pom..	HC.	Pu.	MD-Own.	12	9	....	3		SI.	Rim..	0	Tr..
Mead-Morr.. 80	....	6	3	15000	87	16	11½	H°	80	T.D.M.	Her..	4	5½x7	V..	L..	1000	Eise...	Zen.		Pom..	HC.	Pu.	MD-Own.	12	8½		3		SI.	Hub.	0	Tr.
Minneap. 17-30A	....	3–4	3.2	6400	80⅝	13½	14	H..	17-30	F.A.K.	Own..	4	4¾x7	V..	I..	825	ABos..	Sch.	Ker.	Simp..	MO.	Pu.	MD-Own.	15½	7½	M D	2	53-12	SG.	Axle.	2	Wh.
Minneap. 17-30B	....	3–4	3.2	7300	90¾	16	14	H..	17-30	F.A.K..	Own..	4	4¼x7	V..	I..	825	ABos.	Sch.	Ker	Simp.	MO.	Pu.	MD-Own.	15½	7½	M D	2	53-12	SG.	Rim..	2	Wh.
Minneap....22-44	....	4–5	2.70	12410	109½	15¼	17	H..	22-44	S.A....	Own..	4	6 x7	H..	I..	700	ABos.	Kin.	Ker	None..	MO.	Pu.	CB-Own..	18½	10	ES..	2	62-20	SG.	Axle.	2	Wh.
‡Minneap..35-70	....	8–10	2.10	22500	136	20½	16	N..	35-70	S.A....	Own..	4	7¼x9	H..	I..	550	ABos.	Kin	Ker	None.	MO.	Pu.	CB-Own..	24	10½	ES.	2	85-30	SG.	Axle	2	Wh.
Monarch..... F	....	10	2.6	23000	91	....	17	H..	59	T.D.M.	Le Roi	4	6½x7	V.	I.	850	ABos.	Zen.	Gas.	Unit..	HC.	Pu.	SP-Own.	14½	11	SP..	3	-15	Cha	Hub.	0	Tr..
Monarch..... H	....	5	2.82	13500	84	....	14	H..	40	T.D.M.	Stea...	4	5½x6½	V..	I..	1000	ABos..	Zen.		Unit..	HC	Pu	MD-TDi	12½	9	M D	3		Cha	Hub	0	Tr.
Nilsen Jr..... E	695	3	2.50	5500	89	16	16	V..	16-25	F.A.K.	Wauk.	4	4 1/4x5 3/4	V..	L..	850	King..	Kin.	Gas.	Wil..	CS..	Pu.	SP-Own.	20	6	Sp.	2	50-16	Cha	Axle.	2	Wh.
Pioneer..... G	1600	4	2.50	6500	89	24	14	H..	18-36	F.A.K..	Own..	4	5½x6	H..	L..	750	K-W..	Kin.	G-K	Ben..	MO.	Pu.	MD-Own.	14	7	M D	3	60-18	SG..	Spks.	2	Wh.
‡Pioneer..... C	4500	10	2.25	24000	156	24	24	N..	40-75	F.A.K.	Own..	4	7 x8	H..	L..	625	K-W..	Kin.	G-K	Ben..	MO.	Pu.	MD-Own.	17½	15	M D	3	96-24	SG..	Spks.	2	Wh.
Rock Isl..... D	....	2	2.50	4000	90	25	12	U..	9-16	F.A.K..	Wauk.	4	4 1/4x5 3/4	V..	L..	1000	Dixie..	Kin.	G-K	Ben..	CS.	Pu	FD-Own..	12	6	FD.	7	54-8	SG.	Rim..	2	Wh.
Rock Isl..... F	....	3–4	3	4700	76	22	13	U..	18-35	F.A.K.	Buda..	4	4½x6	V..	L..	1100	Split..	Str..	G-K	Pom..	HC	Pu	SP-TDi..	18	7½	SP..	2	48-12	SG.	Axle.	2	Wh.
‡Toro..... 6-10	....	2	2.75	2900	72	11	10½	U..	6-10	F.A.K..	LeRoi.	4	3½x4½	V..	L..	1200	Eise...	Kin.	Gas.	Own..	CS..	Th	CB-Own.	8	5	No..	2	41-9	SG..	Spks.	2	Wh.
Townsend..12-25	....	2-3	3.0a	4000	72	15	10	H..	12-25	F.A.K..	Own..	2	6 x8	H..	I..	600	Split..	Own	Ker	Opt...	MO.	Th	Sp-Own..	14	7	Sp.	1	45-10	SG.	A&R.	2	Wh.
Townsend..20-40	....	4–6	2.50	7200	86	24	17	H..	20-40	Opt....	Own..	2	7½x9	H..	I..	480	Split..	Own	Ker	Opt...	MO.	Pu.	Sp-Own..	20	8	Sp.	1	56-18	SG.	Rim..	2	Wh.
Townsend..30-60	....	6–10	2.50	15000	102	30	18	H..	30-60	T.D.M.	Own..	2	9½x12	H..	I..	450	Split..	Own	Ker	Opt...	MO.	Pu.	Sp-Own..	22	10	Sp.	1	60-24	SG.	Rim..	2	Wh.
‡Traylor..... 6-12	500	1	2.25	1750	76	20	16	H..	6-12	F.A.K.	LeRoi.	4	3½x4½	V..	L..	1000	Split.	Kin.	Gas.	Orem..	HC.	Th	Sp-B&B..	8	6	No..	1	38-10	IG..	Rim..	2	Wh.
Twin City..17-28	1310	3	2.90	5350	84	28½	9½	H..	17-28	F.A.K..	Own..	4	4¼x6	V..	I..	1000	Bosch.	Hol.	Ker.	Don..	HC.	Pu.	Sp-TDi..	16	6½	No.	2	50-12	SG.	Axle.	2	Wh.
Twin City..27-44	2485	5	2.90	9200	97	30	13	H..	27-44	F.A.K.	Own..	4	5½x6¾	V..	I..	900	Bosch.	Sch.	Ker.	Don..	HC.	Pu.	Sp-TDi..	21	8½	No.	2	60-20	SG.	Axle.	2	Wh.
Twin City..... FT		3–4	3.17	5000	84	28	11	H..	21-32	F.A.K.	Own..	4	4½x6	V..	I..	1075	ABos..	Str....		Don..	HC.	Pu.	Sp-TDi..	16	7	No..	1		SG..	Axle.	2	Wh.
‡Wallis'Certified'	....	3	3.33	4315	84	28	13	H..	20-30	F.A.K.	Own..	4	4¾x5¾	V..	I..	1000	Bosch.	Kin.	G-K	Own..	CS..	Pu.	MD-TDi.	19	7¼	M D	2	48-12	SG.	Axle.	2	Wh.
Wetmore..12-25	1050	3	3.50	3000	72	15	12½	H..	12-25	F.A.K.	Wauk.	4	4 x5¾	V..	L..	1050	Split..	Sch.	Ker.	None..	HC.	Pu.	MD-Ful	12	7	No..	3	46-10	IG.	Spks.	2	Wh.
‡Wizard..15-25	1925	2-3	3.00	5400	46	12	11	U..	15-25	T.D.M.	Herc.	4	4½x5¾	V..	L..	1000	Split..	Sch.	Gas.	Pom..	HC.	Pu.	MD-B-L.	12	6	FC..	2	32-8°	WC	Hub.	0	Wh.
‡Wizard..20-35	3100	4-5	2.50	7000	45¾	6	10	U..	20-35	T.D.M.	Own..	4	5½x6½	V..	L..	850	Bosch.	Ens.	Gas.	Pom..	HC.	Pu.	MO-Own.	12	8	MO.	2	33-8°	Cha	Hub.	0	Wh.
Tuba.....	4500	8	2.08	9980	109	18½	11⅝	U..	25-40	S.A....	Own	4	5¾x7	V..	I..	800	Bosch.	Str..	Dis.	Pom..	CS..	Pu.	MD-Lem.	14	8½	....	2	-17½	SG.	Axle.	1	Tr..

ABBREVIATIONS:

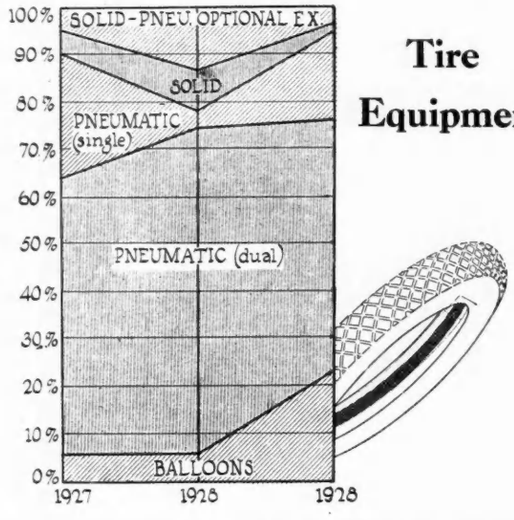
‡—1928 Specifications
*—Others Used
a—Average
ABos—American Bosch
A-K—Atwater Kent
A&R—Axle & Rim
Beav—Beaver
Ben—Bennett
B&B—Borg & Beck
B-L—Brown-Lipe
B&S—Briggs and Stratton
Berl—Berling
BW—Beveled Gear & Worm Gear
CB—Contracting Band
Ch.G—Chain and Gear
Cha—Chain
Clim—Climax
Co—Cone
Cov—Covert
CS—Circulating Splash
Dis—Distillate
Don—Donaldson
Eise—Eisemann
Ens—Ensign
ES—Expanding Shoe
F—F Head Engine
F.A.K.—Front Axle Knuckle
FD—Fixing Drum
Fric—Friction
Ful—Fuller
G-K—Gasoline and Kerosene
Gas—Gasoline
H—Horizontal
H.B—Handle Bars
HC—Hollow Crankshaft
Her—Hercules
Hol—Holley
I—In Head
IG—Internal Gear
JC—Jaw Clutch
Ker—Kerosene
Kin—Kingston
Kok—Kokomo
L—"L" Head
Lem—Lemlay
MD—Multiple Dry Disc
Mix—Mix with Oil
MO—Multiple Disc in Oil
MO—Multi-Feed Mechanical Oiler
M&E—Merchant & Evans
N—None
NW—New Way
Opt—Optional
Par—Paragon
Pom—Pomona
Pre—Pressure
Pro—Protectomotor
Pu—Pump
PuL—Pulmotic
RBos—Robert Bosch
S—Sleeve
S.A.—Swinging Axle
SB—Spur Gear and Beveled Gear
Sch—Schebler
SG—Spur Gear
SI—Spur and Internal Gear
Sl.G—Sliding Gear
Simp—Simplex
Sp—Special
SP—Single Plate
Spks—Spokes
Split—Splitdorf
Stea—Stearns
Str—Stromberg
SW—Spur and Worm Gear
TDi—Twin Disc
T.D.M.—Thru Driving Members
Th—Thermo-Siphon
Til—Tillotson
Tr—Track
U—Universally
Unit—United
V—Vertical
Wauk—Waukesha
W-B—Wilcox Bennett
WC—Worm and Chain
Wh—Wheel
Wil—Wilcox
Wisc—Wisconsin
Wo—Worm
Zen—Zenith

Current Trends in

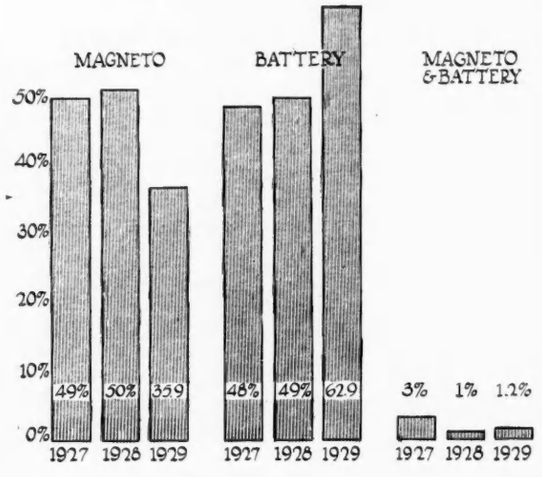
Number of Cylinders



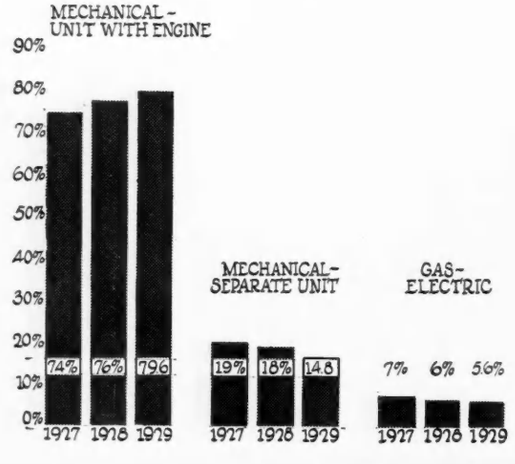
Tire Equipment



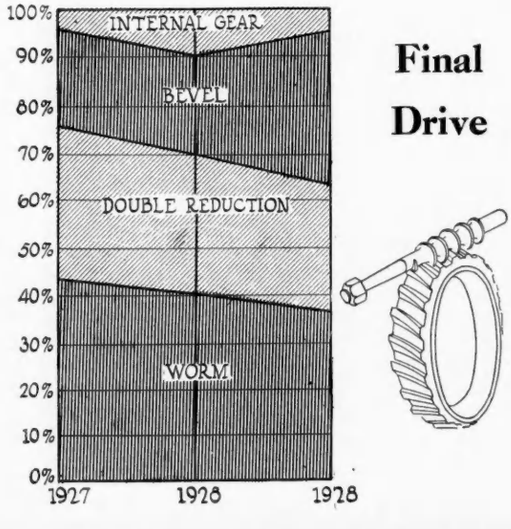
Source of Current



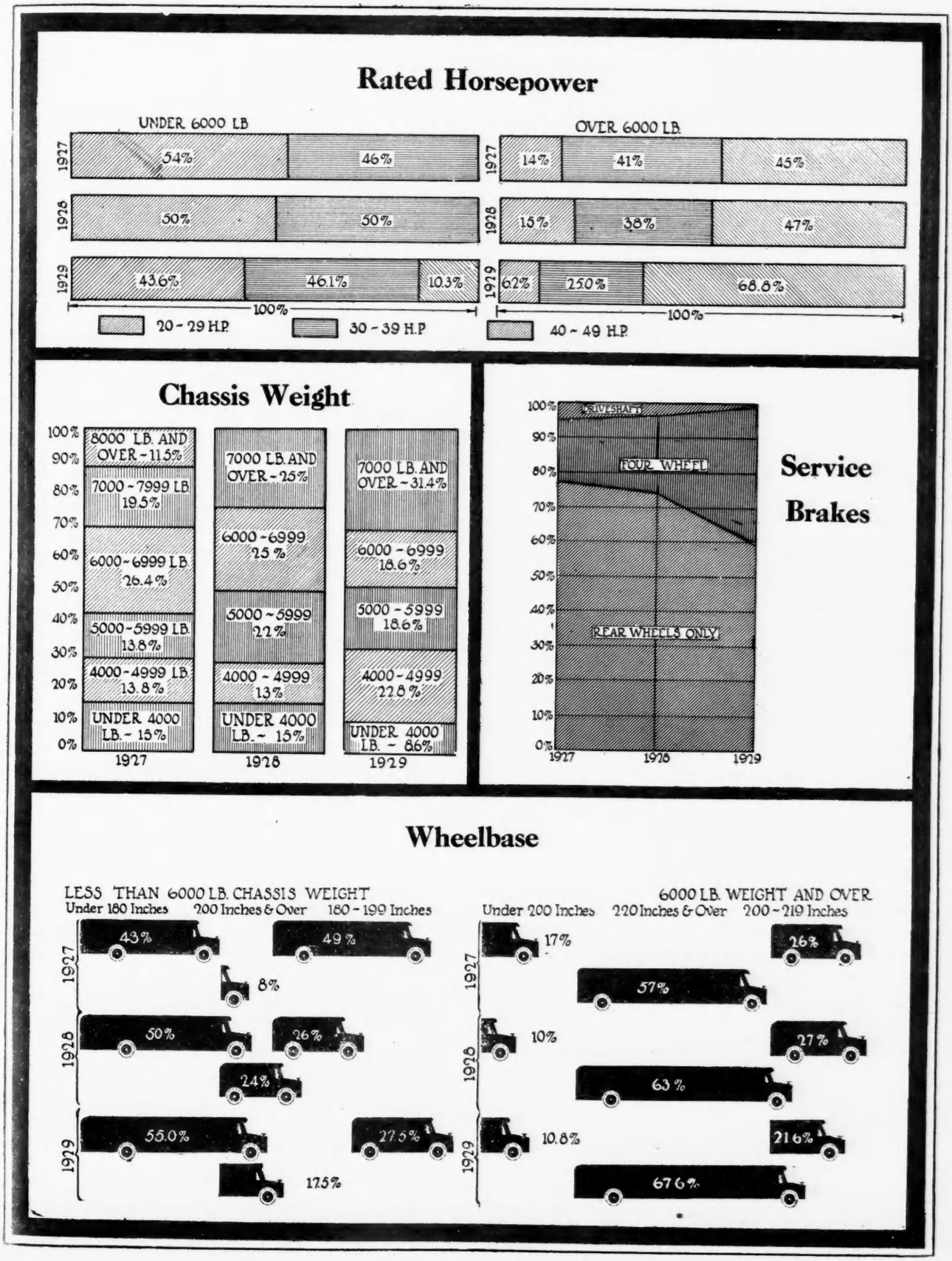
Transmission



Final Drive



Motor Bus Design



American Gasoline

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires Type and Sizes							Fuel System		Ignition System		Battery					Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Carburetor Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
†A.C.F. 601-2	17–23		198	65 11/16–65 1/4		B-34x7.5	B34x7.5d	HaS	146 6-3 3/4x5	33.7	I	abcd	Zen	V	D-R	B	D-R	Wil°	12–115	Ce		B-L	MDD
†A.C.F. 508-2	27–30		230	72 –76 1/4	8869	P-38x7	P-38x7d	HaS	110 6-4 1/4x5 1/2	43.3	I	abcd	Zen	V	D-R	B	D-R	Wil°	12–115	Ce		B-L	MDD
†A.C.F. 508-8	27–30		230	72 –76 1/4	9065	P-36x8	P-36x8d	HaS	110 6-4 1/4x5 1/2	43.3	I	abcd	Zen	V	D-R	B	D-R	Wil°	12–115	Ce		B-L	MDD
Acme 116	16		180	60 –71	5200	P-32x6	P-32x6d	Cont	6B 6-3 3/4x5	33.75	L	abc	Str	V	A-L	B	A-L	Wil	6–155	Ce		B-L	MDD
Acme 121	21		205	60 –71	5500	P-32x6	P-32x6d	Cont	8T 6-4 1/8x5 1/4	48.84	L	abcd	Str	V	Eis	M	A-L	Wil	6–155	Ce	35	B-L	MDD
Brockway EB	20	§	153°	58 –60	3850	P-32x6	P-32x6	Wisc	SU 4-4 x5	25.6	I	ab	Zen	V	L-N	B	L-N	Exi	12–220	Opt	38	B-L	MDD
Brockway EB4	20	§	153°	58 –60	3900	P-32x6	P-32x6d	Wisc	Y 6-3 3/8x5	27.3	I	ab	Zen	V	L-N	B	L-N	Exi	12–220	Su	39	B-L	MDD
Brockway SW	22	§	173°	58 –62 5/8	4150	P-32x6	P-34x7	Wisc	Y 6-3 3/8x5	27.3	I	ab	Zen	V	L-N	B	L-N	Exi	12–220	Su	35	B-L	MDD
Brockway H	22	§	200°	60 –66	4975	P-32x6	P-32x6d	Wisc	HB 6-3 3/4x5	33.7	I	ab	Zen	V	L-N	B	L-N	Exi	12–220	Su	30	B-L	MDD
Brockway J1-2	30	§	221°	66 1/2–77 3/8	7680	P-34x7	P-34x7d	Wisc	H 6-4 x5	38.2	I	ab	Zen	V	L-N	B	L-N	Exi	12–220	Su	30	B-L	MDD
Brockway JB	16		142	56 –58	3200	P-32x6	P-32x6	Wisc	C 4-3 3/4x5	22.5	L	ab	Zen	V	A-L	B	A-L	Exi	6–150	Su	38	B&B	Sp
Brockway JBF	16		149	56 –58	3650	P-32x6	P-32x6	Wisc	F 6-3 1/4x4 1/4	25.35	I	ab	Zen	V	A-L	B	A-L	Exi	6–150	Su	38	B&B	Sp
Clinton 65B	30	§	184	58 1/2–58 1/2	5925	P-32x6	P-32x6	Wauk	CU 4-4 3/8x5 3/4	30.6	L	ab	Zen	V	Opt	M	ABos	Pre	6–150	Ce	††	B-L	MDD
Clinton 65BS	35	§	220	68 –76 3/4	6600	P-36x6	P-36x6	Wauk	6Q 6-4x5 3/4	38.4	L	ab	Zen	V	L-N	M	L-N	Pre	12–210	Ce	††	B-L	MDD
Concord BUS	25		216	58 –63		P-32x6	P-32x6d	Buda	BUS 6-4 x5 1/4	38.4	L	a	Zen	V	A-L	M	L-N	Exi	12–220		40	B-L	MDD
Day-Elder 30A	30	§	220°	68 1/2–65 1/2	7300	P-36x6	P-36x6d	Buda	BA6 6-4 1/8x5 1/8	40.8	L	abcd	Zen	V	L-N	B	L-N	USL	12–148	Buda		B-L	MDD
Denby 36	30	5000	216	74 –74	7000	P-36x6	P-36x6d	Cont	6B 6-3 3/4x5	33.7	L	ab	Zen	V	RBos	M	RBos	Wil	12–130	††	††	Ful	MDD
Douglas	21		182°	58	5700	P-32x6	P-32x6d	Buda	DW-6 6-3 3/4x5	33.7	L	a	Sch	V	N-E	B	N-E	Exi	12–117	Ce	Opt	Ful	MDD
†Fageol Street Car (Cal)	29		230	70 –76		P-36x6	P-36x6d	Wauk	6-4 1/2x5 3/4	48.6	I	ab	Zen	V	RBos	B	L-N	USL	12–118	Ce	35	B-L	MDD
†Fageol Parlor	26		230	70 –70		P-36x6	P-36x6	Wauk	6-4 1/2x5 3/4	48.6	I	ab	Zen	V	RBos	B	L-N	USL	12–118	Ce	35	B-L	MDD
†Fageol 503	29		230			P-36x6	P-36x6	HaS	6-4 1/4x5 1/2	43.3	I	abcd	Zen	V	RBos	M	L-N					Own	MDD
†Fageol D. Deck	58		233			P-36x8	P-36x8d	Wauk	6-4 1/2x5 3/4	48.6	L	ab	Zen	V	RBos	M	L-N	USL	12–118			B-L	MDD
Garford KB	17–21	3300	180	57 –57	4400	P-32x6	P-34x7	Wisc	Y 6-3 3/8x5	27.3	I	ab	Zen	V	A-L	B	A-L	Wil	6–135	N-P	35	B-L	MDD
Garford 50-6S	25–29	4950	187	63 –65 5/8	6350	P-32x6d	P-32x6d	Buda	BUS 6-4 x5 1/2	38.4	L	ab	Zen	V	L-N	M	L-N	Wil	12–177	N-P	35	Own	MDD
Garford CB	25–29	7000	220	72 –76	6900	P-36x6	P-36x6d	Wisc	Z 6-4 1/2x5	48.6	I	ab	Zen	V	L-N	M	L-N	Wil	12–177	N-P	35	B-L	MDD
Graham Bros JE	16	1890	165	60 1/4–57 1/4	4045	P-32x6	P-34x7	Dodge	6-3 3/8x4 1/2	27.3	L	ab	Zen	V	N-E	B	N-E	Wil	6–215	Vac	40	B&B	SP
Graham Bros YE	21	1820	165	60 1/4–	4205	P-32x6	P-34x7	Dodge	6-3 3/8x4 1/2	27.3	L	ab	Zen	V	N-E	B	N-E	Wil	6–215	Vac	35	B&B	SP
Graham Bros YE	21	1820	165	60 –60	4205	P-32x6	P-34x7	Dodge	6-3 3/8x4 1/2	27.34	L	abc	Zen	V	N-E	B	Wil	Wil	12–215	Su	40	B&B	Sp
†Gramm N	15		164	57 –58	3100	P-32x6	P-32x6	Lyc	4SL 6-3 1/4x4 1/2	25.3	L	ab	Zen	V	A-L	B	A-L	USL	6–135	Han	43	Cov	MDD
†Gramm RA	17		184	64 –66 3/4	5050	P-32x6	P-32x6d	Lyc	TS 6-3 7/8x5	36.0	L	ab	Zen	V	A-L	B	DeJ	USL	6–215	Han	35	Ful	MDD
†Gramm 30	21		210	64 –66 3/4	5350	P-32x6	P-32x6d	Lyc	TS 6-3 7/8x5	36.0	L	ab	Zen	V	A-L	B	DeJ	USL	6–215	Han	35	Ful	MDD
†Gramm 31	25		236	64 –66 3/4	5650	P-32x6	P-32x6d	Lyc	TS 6-3 7/8x5	36.0	L	ab	Zen	V	A-L	B	DeJ	USL	6–215	Han	35	Ful	MDD
Guilder 20	18		160	58 –58	4000	P-32x6	P-32x6	Cont	8R 6-3 3/8x4 1/2	27.3	L	ab	Zen	V	Remy	B	Remy	Wil	6–	Opt	35	B-L	MDD
Guilder 26	21		184	60 –60	4500	P-32x6	P-32x6d	Cont	6B 6-3 3/4x5	33.7	L	ab	Zen	V	Remy	B	Remy	Wil	6–	Opt	40	B-L	MDD
Guilder 35	25		204	62 –72	6000	P-32x6	P-32x6d	Cont	6B 6-3 3/4x5	33.7	L	ab	Zen	V	Remy°	B	Remy°	Wil	6–	Opt	40	B-L	MDD
Guilder 36	30		204°	64 –72	6000	P-36x6	P-36x6d	Buda	BA6 6-4 1/8x5 1/8	38.4	L	a	Zen	V	N-E	M	L-N	Wil	12–	Opt	45	B-L	MDD
†Hahn OB	18	§	145°	60 –60	4700	P-32x6	P-32x6	Cont	6B 4-4 x5	25.6	L	ab	Str	V	RBos	M	L-N	Wil	6–110	N-P	N-P	B-L	MDD
†Hahn KB	27	§	186°	60 –66	4900	P-34x7	P-34x7d	Cont	16T 6-3 3/4x5	33.7	L	ab	Str	V	RBos	M	Del	Wil	6–175	N-P	N-P	B-L	MDD
†Hahn LB	36	§	246	69 –72	6800	P-38x7	P-38x7d	Cont	15H 6-4 1/2x5 3/4	48.6	L	a	Str	V	RBos	M	L-N	Wil	12–130	N-P	N-P	B-L	MDD
International 15B	15		160	58 –60 1/2	3850	B-32x6.7	B32x6.7d	Lyc	4SL 6-3 1/4x4 1/2	25.3	L	abc	Zen	V	Remy	B	Remy	Pre	6–100	Su	35	Long	MDD
†Kissel 55	21	2750	182	59 –57	4000	P-32x6	P-32x6	Own	55 6-3 3/16x5 1/8	26.3	L	abc	Sch	V	Remy	B	Remy	Wil	6–153	N-P	N-P	War	MDD
†Larrabee XH31	21		190	62 –66	5600	P-32x6	P-32x6d	Cont	6B 6-3 3/4x5	33.7	L	ab	Zen	V	Remy	B	Remy	Exi	6–240	††	††	B-L	MDD
†Mack City AB	25		196	68 –63 3/8		P*-Opt	P*-Opt	Own	AB 4-4 1/4x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12–120	Ce*	Opt	Own	MDD
†Mack City AB	29		225	68 –63 3/8		P*-Opt	P*-Opt	Own	AB 4-4 1/4x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12–120	Ce*	Opt	Own	MDD
†Mack Parlor AB	25		230 1/2	68 –63 3/8		P*-Opt	P*-Opt	Own	AB 4-4 1/4x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12–120	Ce*	Opt	Own	MDD
†Mack** City AB	25		196	68 –63 3/8		P*-34x7	P*-34x7d	Own	AB 4-4 1/4x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12–120	Ce*	Opt	None	None
†Mack** City AB	29		225	68 –63 3/8		P*-34x7	P*-34x7d	Own	AB 4-4 1/4x5	28.9	L	a	Str	V	Sol	M	N-E*	Exi	12–120	Ce*	Opt	None	None
†Mack City AL	29		233	71 –63 3/8		P*-34x7	P*-34x7d	Own	AL 6-4 1/4x5	43.3	L	a	Str	E-P	Spl	M	N-E*	Exi	12–120	Ce*	Opt	Own	SP
†Mack Parlor AL	25		233	71 –63 3/8		P*-34x7	P*-34x7d	Own	AL 6-4 1/4x5	43.3	L	a	Str	E-P	Spl	M	N-E*	Exi	12–120	Ce*	Opt	Own	SP
†Mack** City AL	29		233	71 –63 3/8		P*-34x7	P*-34x7d	Own	AL 6-4 1/4x5	43.3	L	a	Str	E-P	Spl	M	N-E*	Exi	12–120	Ce*	Opt	None	None
Menominee T	14–17		176 3/16	60 –58	5470°	P-32x6	P-32x6d	Wis	Y 6-3 3/8x5	27.3	I	ab	Zen	V	D-R	B	D-R	Wil	6–153	Opt	38	B&B	MDD
Menominee T2	17–21		176 3/16	64 –66	5800°	P-34x7	P-34x7d	Wis	HB 6-3 3/4x5	33.7	I	abc	Str	V	D-R	B	D-R	Wil	6–153	Opt	38	B-L	MDD
Pierce Arrow Z	25		196	67 1/4–76 3/8	6760	P-36x6	P-36x6d	Own	Z 6-4 x5 1/2	38.4	T	abc	Own	P	Del	B	Del	Wil	12–132	N-P	N-P	Own	MDD
Pierce Arrow Z	30		220	67 1/4–76 3/8	6870	P-36x6	P-36x6d	Own	Z 6-4 x5 1/2	38.4	T	abc	Own	P	Del	B	Del	Wil	12–132	N-P	N-P	Own	MDD
Rehberger B4	30	††	224	64 1/2–63 1/2	7000	P-36x6	P-36x6d	Buda	BA6 6-4 1/8x5 1/8	40.8	L	a	Zen	V	Eis	M	L-N	Wil	12–132	N-P	N-P	B-L	MDD
†Reo GB	21		175	57 5/8–67		B34x7.50	B34x7.50	Own	FA 6-3 3/16x5	24.3	F	a	Sch	V	N-E	B	N-E	Wil	6–240	Ce		B-L	SP
†Royal D	24		204	68 –72	6900	P-36x6	P-36x6d	Wisc	Z 6-4 1/2x5	48.6	I	ab	Zen	V	Eis	M	L-N	Exi	12–130			B-L	MDD
†Royal E	29		220	68 –72	7100	P-36x6	P-36x6d	Wisc	Z 6-4 1/2x5	48.6	I	ab	Zen	V	Eis	M	L-N	Exi	12–130	Opt		B-L	MDD
†Ruggles 60	19–21		180	58 –63	5200	P-30x5	P-32x6d	Lyc	TF 6-3 5/8x5	31.5	L	abc	Zen	V	Remy	B	Remy	Wil	6–153	N-P	N-P	B-L	MDD
†Ruggles 70	29–33		236	73 3/4x75 3/4	7600	P-34x7	P-34x7d	Wau	6-HB 6-4 1/4x5 3/4	43.3	L	abce	Zen	V	A-L	B	A-L	Wil	6–215	N-P	N-P	B-L	MDD
†Ruggles 65	25		200	62 –66	6735	P-32x6	P-32x6d	Lyc	TS 6-3 7/8x5	36.0	L	abc	Zen	V	Remy	B	Remy	Wil	6–215	N-P	N-P	B-L	MDD
†Safeway 64	29		224	71 –78	9200	B32x9.00	B38x9.00	Cont	12T 6-4 1/4x5 1/4	44.0	L	a	Str	V	Eis	M	N-E	Wil	12–130	Pic	39	B-L	MDD
†Safeway 66	61		234	74 –78	10250	P-36x8	P-36x8	Cont	15H 6-4 1/2x5 3/4	48.6	L	a	Str	V	Eis	M	N-E	Wil	12–250	Pic	28	B-L	MDD
Schacht NW	21–30	4900	205°	69 –68 1/2	7800	P-36x6	P-36x6d	Wauk	Ku6 6-4 1/4x4 3/4	43.4	L	ab	Zen	V	L-N	B	L-N	Exi	12–175			B-L	MDD
Selden 42	21–25		210	56 –62	5800	P-32x6	P-32x6d	Cont	18R 6-4x4 1/2	38.4	I	abc	Str	V	N-E	B	N-E	Exi	12–	Ce		B-L	MDD
Studebaker 76	22	2775	184	57 –60 1/2	4600	B32x6.75	B32x6.75	Own	Big 6 6-3 1/2x5	36.04	L	abc	Bal	V	D-R	B	D-R	Wil				Long	MD
Studebaker 75J	15	2410	158	57 –60 1/2	4500	B32x6.75	B32x6.75	Own	Big 6 6-3 1/2x5	36.04	L	abc	Bal	V	D-R	B	D-R	Wil				Long	MD
Studebaker 75HD	15	2410	158		4500	B32x6.75	B32x6.75	Own	Big 6 6-3 1/2x5	36.04	L	abc	Bal	V	D-R	B	D-R	Wil				Long	MD
Studebaker 75HD	21		184	63 –64°	5138°	B34x7.50	B34x7.50°	Own	Pres.8 8-3 1/2x4 3/8	39.2	L	abc	Str	V	D-R	B	D-R	Wil	12–108	No		Long	MD
Studebaker 76 Spec.	22		184	57–61 1/2°	4608°	B34x7.50	B34x7.50°	Own	Pres.8 8-3 1/2x4 3/8	39.2	L	abc	Str	V	D-R	B	D-R	Wil	12–108			Long	MD
Studebaker 75J	15		158	57–61 1/2°	4508°	B32x6.75	B32x6.75°	Own	Pres.8 8-3 1/2x4 3/8	39.2	L	abc	Str	V	D-R	B	D-R	Wil	12–108			Long	MD
Twin City DW	25	§	210	72 –76	8000	P-36x6	P-36x6d	Own	TW 4-4 1/4x6	28.9	I	ab	Zen	V	ABos	M	L-N	Wil	12–130	N-P	N-P	Ful	MDD
Twin Coach	37–40		194	78 5/16–78 5/16		P-40x10 1/2	P-38x7d°	2-Own	6-3 3/4x4 1/2	33.8	L	abc	Zen	V	Del	B	L-N	Exi	12–142	N-P	N-P	B-L	SP

ABBREVIATIONS

°—Others furnished
*—At extra cost
**—Gas Electric
§—Prices on application
§§—Generator only
†—1928 Specifications
††—Manufacturers did not furnish information
‡—Also Fabric Joints
a—Main Bearings
ABos—American Bosch
A-L—Auto-Lite
A-P—Air Pressure
b—Lower Rod Bearings
B—Battery (Ignition)
B—Balloons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
B-PS—Bevel Pinion and Sector
c—Camshaft Bearings
C&L—Cam and Lever
CAD—Cadillac
Ce—Centrifugal
CGP—Columbus Gear & Pump
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
Cot—Cotta
Cov—Covert
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disk Cast Steel
DD—Dead
D-Ds—Disk Drive Shaft (Brakes)
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit
Dir—Direct
D-P—Disk Pressed Steel
DP—(Clutch)—Double Plate
DR—Double Reduction
Dtl—Detlaff
e—Gear Case
E—Free End
Eat—Eaton
E-Ds—External Drive-shaft
E-Fw—External Four Wheel
Eis—Eisemann
Eng—Engine
E-P—Electric Pump
ErM—Erie Mall
E-Rw—External Rear Wheels
Exi—Exide
½F—Semi-Floating
¾F—¾ Floating
F—In Head and Side
FA—Drive taken through Front Axle
FF—Full Floating
Ful—Fuller
Fw—4-Wheel
G—Gravity
GE—General Electric
Gem—Gemmer
Gou—Gould
Han—Handy
Hann.—Hannum
HaS—Hall Scott
Heli—Helical
Herc—Hercules
Hob—Hobson
Hoo—Hoopes
Hyd—Hydraulic
I—In Head
Io—In Head: overhead camshaft
I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel

Bus Chassis

MISSION					REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR							MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency		Front	Rear			Steering Gear			Wheels			
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual=1)	Type and Material	
B-L..	Eng..	4	4.8	3-Spi..	Tim 63000BX	Wo.	FF..	.....	I-Fw..	Mec..	.....	.....	I-Rw..	.....	46-3½	60-4	.....	Tim...	Ross.	C&L.	3	20	Budd..	6	D-P...	†A.C.F. 601-2
B-L..	Eng..	4	5.3	4-Spi..	Tim 65250W	Wo.	FF..	.....	I-Rw.	A-P.	.....	.....	I-Fw..	.....	49-4.6	4-5	.....	Tim...	Ross.	C&L.	.....	20	Budd..	6	D-...	†A.C.F. 508-2
B-L..	Eng..	4	5.3	4-Spi..	Tim. 65250W	Wo.	FF..	.....	I-Rw.	A-P.	.....	.....	I-Fw..	.....	49-4.6	4-5	.....	Tim...	Ross.	C&L.	.....	20	Budd..	6	D-...	†A.C.F. 508-8
B-L..	Eng..	4	5.25	4-Blo..	Wisc. 67410	Dr.	FF..	5.85	I-Rw..	Mec..	Dir...	392	.....	.....	40-2½	52-3	M...	Shu..	Ross.	C&L.	32	20	Lan..	4	D-P...	Acme 116
B-L..	Eng..	4	5.25	4-Blo..	Wisc1261-KB	Dr.	FF..	6.3	I-Rw..	Mec..	Dir...	392	I-Rw..	.....	40-2½	52-3	M...	Shu..	Ross.	C&L.	40	20	Lan..	4	D-P...	Acme 121
B-L..	Eng..	3	4.09	3-Spi..	Col. 55000	SB.	FF..	5.12	I-Fw..	Mec..	Dir...	550	E-Ds..	80	46-2½	60-3	M...	Col..	Ross.	C&L.	54	20	.....	4	S-C..	Brockway EB
B-L..	Eng..	4	5.35	3-Spi..	Col. 55000	SB.	FF..	5.85	I-Fw..	Mec..	Dir...	550	E-Ds..	80	46-2½	60-3	M...	Col..	Ross.	C&L.	54	20	.....	4	S-C..	Brockway EB4
B-L..	Eng..	4	5.35	3-Spi..	Wise. 4610	DR.	FF..	6.6	I-Fw..	Mec..	Dir...	560	E-Ds..	192¾	46-2½	60-3	M...	Col..	Ross.	C&L.	62	32	Van..	4	S-C..	Brockway SW
B-L..	Eng..	4	5.35	3-Spi..	Wisc.. 68310	DR.	FF..	6.33	I-Rw..	Mec..	Dir...	196	E-Ds..	114	46-2½	60-3	M...	Shu..	Ross.	C&L.	62	20	Budd..	4	D-P...	Brockway H
B-L..	Eng..	4	5.35	4-Spi..	Tim. 65220–S	Wo.	FF..	6	I-Rw..	Mec..	Vac...	271	E-Ds..	181	46-3	60-3½	M...	Shu..	Ross.	C&L.	76½	20	Budd..		D-P...	Brockway JI-2
B-L..	Eng..	3	4.15	3-Spi..	Col. 54030	SB..	¾F.	5.12	I-Fw..	Mec..	Dir...	450	E-Ds..	100	38-2	52-2½	M...	Col..	Ross.	C&L.	54	20	Mel..		S-C..	Brockway JB
B-L..	Eng..	3	4.5	3-Spi..	Col. 54030	SB..	¾F.	5.85	I-Fw..	Mec..	Dir...	450	E-Ds..	100	37-2¼	52-2½	M...	Col..	Ross.	C&L.	56	20	Mel.		S-C.	Brockway JBF
B-L..	SeU..	4	5.35	-Blo..	Tim. 6566	Wo	FF.	6.50	I-Rw..	Mec..	Dir...	185	I-Rw..	185	44-3	52-3	M...	Tim..	Ross.	C&L.	74	20	Budd..	4	D-P...	Clinton 65B
B-L..	SeU..	4	5.35	-Blo..	Tim. 6516	Wo	FF.	6.00	I-Rw..	Mec..	Dir...	234	I-Rw..	234	44-3	52-3	M...	Tim..	Ross.	C&L.	80	24	Budd..	4	D-P...	Clinton 65BS
B-L..		4		-Blo..	Tim. 6571S	Wo.		6.00	I-Rw..				I-Rw..		38½-2½	52½-3	M...	Shu..	Ross.	C&L.	76	24	Budd..	4	D-P...	Concord BUS
B-L..	Eng..	4	5.35	3-Spi..	Tim 65711D°	Wo.	FF..	6.75	I-Rw..	Mec°	Dir...	560	D-Ds..	60	46-2½	64-3½	M...	Shu..	Ross.	C&L.	58	24	Budd..	6	D-P...	Day Elder 30A
Ful..	Eng..	4	4.80	4-Blo..	Cla. 3D	IG.	FF.	7.00	I-Rw..	Mec..	Dir...	††	E-Ds..	††	††	64-4	M...	Shu..	Ross.	C&L.	66	24	Budd..	4	D-P...	Denby 36
Ful..	SeU..	4		4-Blo..	Wisc.. 67500	DR.	FF.	6.3	I-Rw..	Mec..	Dir...	210	I-Rw..	160	42-3	60-4	M...	Shu..	Ross.	C&L.	.....	20	Van..	4	S-C..	Douglas .....
B-L..	Eng..	4	5.35	4-Spi..	Tim. 65190	Wo.	FF..	4.60	I-Rw..	.....	Opt..	130	I-Rw..	130	41-2½	56-3	M...	Tim..	Ross.	C&L.	76	20	Budd..	4	D-P...	†FageolStreetCar(Cal) .....
B-L..	Eng..	4	5.35	4-Spi..	Tim. 65190	Wo.	FF..	4.60	I-Rw..	Opt..	Opt..	130	I-Rw..	130	41-2½	56-3	M...	Tim..	Ross.	C&L.	77	20	Budd..	4	D-P...	†Fageol Parlor .....
Own..	Eng..	4		4-Spi..	Tim.....	Wo.			I-Fw..																	†Fageol 503
B-L..	Eng..	4		Spi..	Tim. 6521	Wo.																				†Fageol D. Deck
B-L..	Eng..	3	4.8	3-B-G..	Tim. 5620H	SB..	FF..	4.62	E-Fw.	Hyd..	Dir...	351	I-Rw..	174	40-2¼	56-2¼	M...	Tim..	Han..	S&L.	58	20	Day..	4	D-C...	Garford KB
B-L..	SeU..	7	3.95	4-Spi..	Tim... 65666	Wo.	FF.	5.4	I-Rw.	Mec..	Dir...	182	I-Rw..	182	42-2½	56-3	M...	Tim..	Ross.	C&L.	68	20	Budd..	4	D-P...	Garford 50-6S
B-L..	Eng..	4	3.77	4-Spi..	Tim. 6521–SC	Wo.	FF.	4.8	E-Fw.	A-P.	Pow..	672	I-Rw..	176	42-3	60-3½	M...	Tim..	Ross.	C&L.	70	24	Budd..	4	D-P...	Garford CB
Own..	Eng..	4	6.58	3-U-P..	Own.....	SB..	½F.	5.66	I-Fw.	Hyd..	Dir...	.....	E-Ds..	.....	39-2	56-3	M...	Clark.	Han..	N&L.	59¼	20	Clark.	4	S-M..	Graham Bros. JE
Own..	Eng..	4	6.58	3-U-P..	Own.....	SB..	½F.	6.37	I-Fw.	Hyd..	Dir...	.....	E-Ds..	.....	39-2	56-3	M...	Clark.	Han..	N&L.	59¼	20	Clark.	4	S-M..	Graham Bros. YE
Own..	Eng..	4	6.5	3-U-P..	Own.....	SB..	½F.	6.38	I-Fw.	Hyd..	.....	299	E-Ds..	64	39-2	56-3	M...	Clark.	Hann.	N-L...	59¼	20	Clark.	4	Ma I..	Graham Bros. YE
Cov..	Eng..	3	4.00	-Blo..	Eat. 1002	BG.	½F.	5.33	I-Rw.	Mec..	.....	.....	E-Ds..	.....	40-2¼	52-3	M...	Col..	Ross.	C&L.	.....	20	Smi..	4	S-C..	†Gramm N
Ful..	Eng..	4	4.80	-Blo..	Eat. 2252	BG.	FF.	4.75	I-Fw.	Mec..	.....	.....	E-Ds..	.....	46-3	60-3	M...	Col..	Ross.	C&L.	.....	20	Budd..	4	D-C...	†Gramm RA
Ful..	Eng..	4	4.80	-Blo..	Eat. 2252	BG.	FF.	4.75	I-Fw.	Mec..	.....	.....	E-Ds..	.....	46-3	60-3	M...	Col..	Ross.	C&L.	.....	20	Budd..	4	D-...	†Gramm 30
Ful..	Eng..	4	4.80	-Blo..	Eat. 2252	BG.	FF.	4.75	I-Fw.	Mec..	.....	.....	E-Ds..	.....	46-3	60-3	M...	Col..	Ross.	C&L.	.....	20	Budd..	4	D-...	†Gramm 31
B-L..	Eng..	3	4.80	2-Spi..	Cla. 501B	SB..	½F.	6.28	I-Rw.	Mec..	Dir...	††	I-Rw..	††	40-2¼	56-2¼	M...	Shu..	Ross.	C&L.	70	20	Budd..	4	D-P...	Guilder 20
B-L..	Eng..	4	4.80	3-Spi..	Wisc.. 471	DR.	FF..	6.00	I-Rw.	Mec..	Dir...	††	I-Rw..	††	42-2½	60-3	M...	She..	Ross.	C&L.	50	20	Budd..	4	D-P...	Guilder 26
B-L..	Eng..	4	5.35	2-Spi..	Wisc.. 67510	DR.	FF.	6	I-Rw.	Vac..	Pow...		E-Ds..		44-3	60-3½	M...	Shu..	Ross.	C&L.		20	Budd..	4	D-P...	Guilder 35
B-L..	Eng..	4	5.35	2-Spi..	Wisc.. 1261K	DR.	FF..	6.1	I-Rw.	Vac..	Pow..	††	E-Ds..	††	44-3	60-3½	M...	Shu..	Ross.	S&L.	70	24	Budd..	4	D-P...	Guilder 36
B-L..	Eng..	4	Var	3-Spi..	Wisc.. 4600	DR.	½F.	5.00	I-Rw.	Mec..	Dir...	††	I-Rw..	††	40-2½	56-2½	M...	Shu..	Ross.	C&L.	40	20	Van..	4	S-W..	†Hahn OB
B-L..	Eng..	4	Var.	3-Spi..	Wis... 67310	DR.	FF.	6.33	I-Rw.	Mec..	Dir...	††	I-Rw..	††	40-2½	56-3	M...	Shu..	Ross.	C&L.	60	20	Budd..	4	D-P...	†Hahn KB
B-L..	Eng..	4	Var.	4-Spi..	Wisc..1251K	DR.	FF..	††	I-Rw.	Mec..	Dir...	††	I-Rw..	††	42-3	59-3½	M...	Shu..	Ross.	C&L.	††	24	Budd..	4	D-P...	†Hahn LB
Own..	Eng..	3	4.0	3-M.M.	Eat. 1502	SB..	½F.	5.66	I-Fw.	Mec..	Dir...	376	I-Rw..	201	42-2¼	52-3	M...	Eat..	CGP.	W&S.	56	20	Budd..	6	D-P...	International 15B
Ful..	Eng..	4	4.8	2-Spi..	Tim. 5620H	SB..	½F.	6.75	I-Fw.	Hyd..	Dir...	430	I-Rw..	215	38-2½	60-3	M...	Tim..	Ross.	C&L.	††	20	Budd..	4	D-P...	†Kissel 55
B-L..	Eng..	4	5.35	1-Sne...	Wisc.. 67300	DR.	FF..	5.83	I-Rw.	Mec..	Dir...	††	I-Rw..	††	42-2½	60-3	††	Wisc.	Ross.	C&L	75	20	Budd..	4	D-P...	†Larrabee XH31
				2-Spi..																						
Own..	Eng..	4	4.85	4-Spi..	Own.... AB	DR.	FF..	Var..	I-Rw..	Vac*..	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own.	Own.	W&W.	55	20	Budd..	4	D-P...	†Mack City AB
Own..	Eng..	4	4.85	4-Spi..	Own.... AB	DR.	FF..	Var..	I-Rw..	Vac*..	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own.	Own.	W&W.	62	20	Budd..	4	D-P...	†Mack City AB
Own..	Eng..	4	4.85	4-Spi..	Own.... AB	DR.	FF..	Var..	I-Rw..	Vac*..	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own.	Own.	W&W.	63	20	Budd..	4	D-P...	†Mack Parlor AB
GE..	**	1	**	4-Spi..	Own.... AB	DR.	FF..	Var..	I-Rw..	Vac*..	Dir...	36.4	E;Ds..	1444	2½-3	63-3½	R....	Own.	Own.	W&W.	58	20	Budd..	4	D-P...	†Mack** City AB
GE..	**	1	**	4-Spi..	Own.... AB	DR.	FF..	Var..	I-Rw.	Vac*..	Dir...	36.4	E-Ds..	1444	2½-3	63-3½	R....	Own.	Own.	W&W.	64	20	Budd..	4	D-P...	†Mack** City AB
Own.	SeU..	4	5.77	5-Spi..	Own.... AL	DR.	FF.	Var..	I-Rw.	Vac*..	Dir...	36.4	E-Ds..	1444	6-3½	70-3½	R....	Own.	Own.	W&W.	68	20	Budd..	4	D-P...	†Mack City AL
Own.	SeU.	4	5.77	5-Spi..	Own.... AL	DR.	FF.	Var..	I-Rw.	Vac*..	Dir...	36.4	E-Ds..	1444	6-3½	70-3½	R....	Own.	Own.	W&W.	68	20	Budd..	4	D-P...	†Mack Parlor AL
GE..	**	1	**	5-Spi..	Own.... AL	DR.	FF.	Var..	I-Rw.	Vac*..	Dir...	36.4	E-Ds..	1444	6-3½	70-3½	R....	Own.	Own.	W&W.	68	20	Budd..	4	D-P...	†Mack** City AL
B-L.	Eng..	4	5 2	3-Pick..	Wis... 67000	BG.	FF.	5.83	I-Rw.	Mec..	Dir...	408	I-Rw.	2024	4-2½	56-3	M...	Shu.	Ross.	C&L.	64	20	Budd..	4	D-P...	Menominee T
B-L..	Eng..	4	5.2	3-Pick..	Wis... 67410	BG.	FF..	5.83	I-Rw.	Mec..	Dir...	408	I-Rw.	2024	4-2½	56-3	M...	Shu.	Ross.	C&L.	66	20	Budd..	4	D-P...	Menominee T2
				2-Spi..																						
Own..	SeU...	4	5.35	3-Spi..	Own..... Z	Wo.	FF..	6.00	I-Rw..	Vac..	Dir...	515	E-Ds..	274	41-3	60-3½	M...	Own.	Own.	S&N.	75	24	Budd..	4	D-P...	Pierce Arrow Z
Own.	SeU...	4	5.35	3-Spi..	Own..... Z	Wo.	FF..	6.00	I-Rw..	Vac..	Dir...	515	E-Ds..	274	41-3	60-3½	M...	Own.	Own.	S&N.	80	24	Budd..	4	D-P...	Pierce Arrow Z
B-L..	Eng..	4	5.35	3-Spi..	Tim.. 65700D	Wo.	FF.	6.75	I-Rw.	Mec..	Vac...	466	D-Ds..	61.3	41-2½	60-3	M...	Shu..	Ross.	C&L.	66	24	Budd..	4	D-P...	Rehberger B4
War..	Eng..	4	6.6	3-Cle...	Own..... G	SB.	FF.	6.22	I-Fw.	Hyd..	.....	357	E-Ds.	175	38½-2¼	54½-3	M...	Own.	Own.	B-PS.	40½	20	Van..	4	S-M..	†Reo GB
B-L..	Eng..	4	5.35	4-Cle...	Tim... 6522S	Wo	FF..	5.3	E-Ds.	Mec..	Dir...	540	I-Rw.	192	41-3	60-3½	M...	Tim..	Ross.	C&L.	67	24	Budd..	4	D-P...	†Royal D
B-L..	Eng..	4	5.35	4-Cle...	Tim.... 6222S	Wo	FF..	5.30	I-Rw.	Mec..	Dir...	540	E-Ds.	192	41-3	60-3½	M...	Tim..	Ross.	C&L.	67	24	Budd..	4	D-P...	†Royal E
B-L..	Eng..	4	5.35	3-Uni..	Wisc... 4600	IG.	FF.	5.83	I-Rw.	Vac..	Pow..	436	I-Rw.	200	39-2¼	52½-3	M...	Col..	Jac..	S&N.	56	24	Budd..	4	D-P...	†Ruggles 60
B-L..	Eng..	4	4.01	4-Uni..	Wise.. 1340K	IG.	FF.	5.05	I-Rw.	Vac..	Pow..	575	I-Rw.	288	44-3	60-4	M...	Shu..	Jac..	S&N.	64	20	Budd..	4	D-P...	†Ruggles 70
B-L..	Eng..	4	5.35	4-Uni..	Wisc.. 67300	IG.	FF.	5.5	I-Rw.	Vac.	Pow	480	I-Rw.	235	39-2½	60-3	M...	Shu.	Jac.	S&N.	60	20	Budd..	4	D-P...	†Ruggles 65
B-L..	Eng..	4	5.35	2-Spi..	Tim.. 64220D	Wo	FF..	5.00	I-Fw.	Air...	Dir...	530	I-Fw.	530	50-3½	46-4	M...	Tim..	Ross.	C&L.	70	20	Budd..	6	D-P...	†Safeway 64
B-L..	Eng..	3	4.00	2-Spi..	Tim... 6423W	Wo	FF..	7.00	I-Fw.	Air...	Dir...	825	I-Fw.	413	50-3½	46-4	M...	Tim..	Ross.	C&L.	72	20	Budd..	6	D-P...	†Safeway 66
Ful°	SeU..	4		4-Spi..	Wisc. 1250-K	DR.	FF.	Var..	I-Rw.	Vac..	Dir...	530	E-Ds..	135	42-3	60-3½	M...	Own.	Own	W&W.	66	24	Budd..	6	D-P...	Schacht NW
B-L..	Eng..	4	5.35	3-Blo...	Clark.. P720	SB..	½F.	6.25	I-Rw.	Vac..	Dir...		I-Rw.		46-2½	60-3	M...	Shu.	Ross.	C&L.		20	ErM..	4	S-C...	Selden 42
Ful..	Eng..	3	3.9	3-Spi..	Eat.	SB..	½F.	5.11	-Fw..	Mec..	Pow..	444	-Ds..	421½	38-2½	56⅜-2½		Eat..	Ross.	C&L.	68		Van..		SSD..	Studebaker .76
Ful..	Eng..	3	3.9	3-Spi..	Eat.	SB.	½F.	5.11	-Fw.	Mec..		444	-Ds..	421½	38-2½	56⅜-2½		Eat.	Ross.		60		Van..		SSD..	Studebaker 75J
Ful..	Eng..	4	4.82	3-Spi..	Eat.	SB..	½F.	5.11	I-Fw.	Mec..	Pow.	535	E-Ds..	421½	38-2½	56⅜-2½		Eat..	Ross.	C&L.	62		Van..		SSD..	Studebaker 75HD
Ful..	Eng..	4	4.82	3-Spi..	Eat. A2-2004	SB..	½F.	5.11	I-Fw.	Mec..	Dir...	535	E-Ds..	421½	38-2½	56⅜-3	M...	Eat..	Ross.	C&L.	62	20	ErM..	4	SSD*	Studebaker 75HD
Ful..	Eng..	3	3.9	3-Spi..	Eat A-1-1506	SB..	½F.	5.11	I-Fw.	Mec..	Dir...	444	E-Ds..	421½	38-2½	56⅜-3	M...	Eat.	Ross.	C&L.	68	20	ErM..	4	SSD*	Studebaker 76 Spec.
Ful..	Eng..	3	3.9	3-Spi..	Eat A-1-1506	SB.	½F.	5.11	I-Fw.	Mec..	Dir...	444	E-Ds..	421½	38-2½	56⅜-3	M...	Eat.	Ross.	C&L.	60	20	ErM..	4	SSD*	Studebaker 75J
Ful..	Eng..	4	6.3	3-Spi..	Tim 65181A-1	Wo.	FF..	4.80	I-Rw.	Mec..	Dir...	500	I-Rw.	500	40-3	60-3½	M...	Tim..	Ross.	C&L.	72	24	Budd..	4	D-P...	Twin City DW
G.E..	**	3	4.01	2-Cle...	Tim... Spec.	Wo.	.....	7.0°	I-Fw.	A-P..	Pow..	500	E-Ds..	1306	60-4	60-4	M...	Tim..	Ross.	C&L.	34	20	Day..	4	D-C...	Twin Coach .....

IG—Internal Gear
Ind—Indestructible
I-Rw—Internal Rear wheel
Jac—Jacox
L—L Head
Lan—Lansing
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
Mal—Malleable Iron
MD—Double Disk
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanical
Mich—Michigan
M.M.—Mechanics Machine
Mot—Motor Wheel
M-P—Mechanical Pump
Mun—Muncie
N-E—North East
N-P—No Provision
N&L—Nuts and Lever
Opt—Optional
P—Pneumatic (Tires)
PD—Dual pneumatics
P—Pressure (Fuel Feed)
Pet—Peters
Pic—Pick
Pie—Pierce
Pow—Power Operated
Pre—Prestolite
R—Rubber
RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RwDs—Rear wheels & drive shaft
S—Solid
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Separate Unit
She—Sheldon
Shu—Shuler
S&L—Screw and lever
Sl—Sleeve Valve
S-M—Spoked Malleable Iron
Smi—Smith
S&N—Screw and Nut
Sne—Snead
SP—Single Plate
S-P—Spoked Pressed Steel
Spi—Spicer
Spl—Splitdorf
SSD—Spoked Steel Disk
Stew—Stewart
Str—Stromberg
Su—Suction
S-W—Spoked Wood
T—T Head
TB—Straight Bevel
Tim—Timken
Uni—Universal Machine
UnFA—Unit with Front Axle
U-P—Universal Products
V—Vacuum
Vac—Vacuum
Var—Various
Ves—Vesta
War—Warner Corp.
Wauk—Waukesha
Wes—Westinghouse
W&K—Whitehead & Kales
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Yell—Yellow Sleeve
Zen—Zenith

American Gasoline

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires Type and Sizes							Fuel System		Ignition System			Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Uppercu Coach....S2	32	§	240	70 –80	7400	S*-36x7	S*-36x10	Wauk....6A	6-4½.5¾	48.6	L...	a.....	Sch...	V...	ABos..	M..	L-N...	Exi...	12-160	N-P...	N-P...	B&B..	SP....
†Victor.....80B	28–35	6395	221	64½–75	8000	P-38x7	P-38x7d	Cont....14H	6-4½x5¾	48.6	L...	a.....	Zen...	V...	Eis...	M..	N-E..	Wes...	6-125	N-P...	N-P...	Ful...	MDD.
Ward LaFrance..29B	29	.....	225‡°	68¼–75	8500	P-38x7	P-37x7d	Wauk...6AB	6-4½x5¾	48.6	L...	abc...	Zen...	V...	M....	B..	L-N...	Wil...	12-152	Ce....	40	B-L..	MDD.
Ward LaFrance..4B6	25	5600	224	62 –72	6600	P-34x7	P-34x7	Wauk...6HB	6-4¼x5¾	38.4	L...	abc...	Str...	V...	RBos..	M..	A-I.°..	Pre...	12-174	Ce....	.....	B-L..	MDD.
White.....54	25–35	7500	227°	66¼–69	.....	B-38x9	B-38x9d	Own....1A1	6-4⅜x5¾	45.9	I...	abcd..	Zen...	P...	L-N...	B..	L-N...	Wil...	12-112	Ce....	Opt...	Own	DP....
White.....53	14–21	4250	180	64 –67⅛	6000	B34x7.50	B34x7.50d	Own...GRB	4-4¼x5¼	28.9	L...	abcd..	Zen...	V...	Opt...	M..	L-N...	Opt...	12-132	Ce....	Opt...	Own	SP....
White.....50B	25–29	5350	198°	58½–67 1/16	6495	P-34x7	P-34x7d	Own...GRB	4-4¼x5¾	28.9	L...	abcd..	Zen...	V...	Opt...	M..	L-N...	Opt...	12-132	Ce....	Opt...	Own	SP....
W M C.....GY	34–38	.....	239	74 –78	9000	B40x9.00	B40x9.0d	Wauk...6AB	6-4½x5¾	....	L...	abcd..	Zen...	V...	M-E..	B.	N-E..	Exi...	12–	Ce....	.....	Long.	Sp....
W M C.....GX	29	.....	239	72 –78	8000	B38x8.25	B38x8.25	Wauk...6AB	6-4½x5¾	48.6	L...	abcd..	Zen...	V...	RBos..	BM.	RBos.	Exi...	12–	Ce....	45	Long.	SP....
W M C.....GX	38	.....	239	74 –78	8500	B40x9.00	B40x9.00	Wauk...6AB	6-4½x5¾	48.6	L...	abcd..	Zen...	V...	RBos..	B.	RBos..	Exi...	12–	.....	40	Long.	SP....
Yellow.....W	17–23	3250	185	69⅞–65¼	5885	B20x7.50	B20x7.50d	Cad.....341	8-3⅛x4½	35.1	L...	abcd..	Cad...	V...	D-R...	B.	D-R...	Exi...	12-100	.....	.....	Own	MDD.
Yellow.....Y	29	6500	225	74¼–70¾	8570	B22x8.25	B22x8.25	Own.....Y	6-4¼x5½	43 3	Sl...	abd...	Zen...	V...	N-E...	B.	N-E...	Exi...	12-100	Su....	.....	Long.	DP....
Yellow.....Z-200	29	6000	200	77⅛–76¾	8100	B6.00x24	B6.00x24d	Own.....YZ	6-4¼x5½	43.3	Sl...	abd...	Zen...	V...	N-E...	B..	N-E...	.....	12-100	Ce°....	.....	Own	SP....
Yellow**.....Z-230	33	6750	230	77⅛–77¼	9400	B7.00x24	B7.00x24d	Own.....YZ	6-4¼x5½	43 3	Sl...	abd...	Zen...	V...	N-E...	B.	N-E...	Exi...	12-100	Ce°....	.....	Own	SP....
Yellow.....Z-230	33	8750	230	77⅛–77¼	10752	B7.00x24	B7.00x24d	Own.....YZ	6-4¼x5½	43 3	Sl...	abd...	Zen...	V...	N-E...	B.	N-E...	Exi...	12-100	N-P...	.....	None..	None..
Yellow.....Z-240	39	6950	240	75 –74	9855	B9.75x22	B9.75x22d	Own.....YZ	6-4¼x5½	43 3	Sl...	abde..	Zen...	V...	D-R...	B.	D-R...	Exi...	12-100	Su	39	Own	SP....

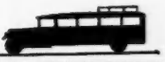
ABBREVIATIONS:
°—Others furnished
*—At extra cost
**—Gas Electric
§—Prices on application
§§—Generator only
†—1928 Specifications
††—Manufacturers did not furnish information
‡—Also Fabric Joints
a—Main Bearings
ABos—American Bosch
A-L—Auto-Lite
A-P—Air Pressure
b—Lower Rod Bearings
B—Battery (Ignition)
B—Balloons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
B-PS—Bevel Pinion and Sector
c—Camshaft Bearings
C&L—Cam and Lever
CAD—Cadillac
Ce—Centrifugal
CGP—Columbus Gear & Pump
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
Cot—Cotta
Cov—Covert
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disk Cast Steel
DD—Dead
D-Ds—Disk Drive Shaft (Brakes)
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit
Dir—Direct
D-P—Disk Pressed Steel
DP—(Clutch)—Double Plate
DR—Double Reduction
Dtl—Detlaff
e—Gear Case
E—Free End
Eat—Eaton
E-Ds—External Drive-shaft
E-Fw—External Four Wheel
Eis—Eisemann
Eng—Engine
E-P—Electric Pump
ErM—Erie Mall
E-Rw—External Rear Wheels
Exi—Exide
½F—Semi-Floating
¾F—¾ Floating
F—In Head and Side
FA—Drive taken through Front Axle
FF—Full Floating
Ful—Fuller
Fw—4-Wheel
G—Gravity
GE—General Electric
Gem—Gemmer
Gou—Gould
Han—Handy
Hann.—Hannum
HaS—Hall Scott
Heli—Helical
Herc—Hercules
Hob—Hobson
Hoo—Hoopes
Hyd—Hydraulic
I—In Head
Io—In Head: overhead camshaft
I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel
IG—Internal Gear

Motor Fatalities in Cities of More Than 100,000 Population Increase Slightly in 1928

City	12 Mos. 1928	12 Mos. 1927	City	12 Mos. 1928	12 Mos. 1927	City	12 Mos. 1928	12 Mos. 1927
New York, N. Y.	1071	1095	Denver, Col.	53	57	San Antonio, Tex. ..	66	48
Chicago, Ill.	831	797	Louisville, Ky.	65	62	Salt Lake City, Utah	45	24
Philadelphia, Pa.	347	333	Oakland, Cal.	68	57	Youngstown, Ohio ...	—	—
Detroit, Mich.	351	398	Rochester, N. Y.	69	60	Bridgeport, Conn. ...	45	25
Cleveland, O.	263	247	Dallas, Tex.	67	47	Dayton, Ohio	70	52
Baltimore, Md.	180	168	Toledo, Ohio	87	109	Scranton, Pa.	—	—
Boston, Mass.	133	131	Birmingham, Ala. ..	63	50	Des Moines, Ia.	23	27
St. Louis, Mo.	211	160	Providence, R. I.	76	51	Springfield, Mass. ..	25(6*)	27(13*)
San Francisco, Cal. ..	135	159	Columbus, Ohio	101	71	Nashville, Tenn.	45	46
Pittsburgh, Pa.	170(47*)	209(49*)	St. Paul, Minn.	55	54	Paterson, N. J.	51	50
Los Angeles, Cal. ...	320	317	Houston, Tex.	67(21*)	46	Kansas City, Kan...	16(4*)	21
Buffalo, N. Y.	150	130	Memphis, Tenn.	76(32*)	67(31*)	New Bedford, Mass..	13(6*)	13(3*)
Milwaukee, Wis.	124	123	Akron, Ohio	78(16*)	76	Fall River, Mass.	25(11*)	12(3*)
Washington, D. C. ..	73	78	Atlanta, Ga.	77(26*)	70(18*)	Camden, N. J.	33	19
Minneapolis, Minn. ..	89	62	Omaha, Neb.	36	34	Spokane, Wash.	26	21
Cincinnati, O.	140	133	Richmond, Va.	50	43	Albany, N. Y.	36	35
Newark, N. J.	113(6*)	125(13*)	Worcester, Mass. ...	18	33	Lowell, Mass.	17	15
New Orleans, La. ...	111	95	Ft. Worth, Tex.	46	38	Cambridge, Mass. ...	—	—
Kansas City, Mo. ...	91	80	New Haven, Conn. ..	45(23*)	50(31*)	Trenton, N. J.	57(39*)	45(22*)
Seattle, Wash.	63	69	Syracuse, N. Y.	57	42	Yonkers, N. Y.	—	—
Indianapolis, Ind. ...	104	81	Norfolk, Va.	—	—	Reading, Pa.	28(15*)	27(14*)
Portland, Ore.	66(13*)	61(15*)	Grand Rapids, Mich.	32(15*)	35(12*)	Wilmington, Del. ...	44	34
Jersey City, N. J. ...	50	63	Hartford, Conn.	52(25*)	47(26*)			
						Total	7204	6874

* Accidents included in total but occurred outside city limits.

Bus Chassis—Continued



MISSION					REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR								MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency		Front	Rear			Steering Gear			Wheels				
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual=1)	Type and Material	
Ful...	UnFa..	4	6.25	4-Own...	Own... Spec.	FA..	RA.	None..	I-Rw..	A-P..	Dir...	††	E-Ds..	††	.....	64-4	R&E..	Own..	Ross..	C&L..	60	....	Budd .	4	D-P...	Upperca Coach.....S2
Ful...	Eng..	4	6.20	4-Uni...	Wisc.. 1305K	DR.	FF..	6.1	I-Rw..	Mec..	Dir...	††	E-Ds..	††	44-3	60-4	M....	Shu..	Ross..	C&L..	79	24	Budd	4	D-P...	†Victor.....80B
B-L..	Eng..	4	5.35	4-Spi....	Tim..65704D	Wo.		6.0	I-Rw.	Vac..	Dir...		-Ds..		-2½	54-3	M....	Tim..	Ross.	C&L.	.....		W&K.	4	D-P...	Ward LaFrance....29B
B-L..	Eng..	4	5.35	3-Spi....	Tim.....	Wo.	FF..	5.4	E-Fw.	Mec..	Pow..		I-Ds		.....	.....	M....	Shu..	Ross.	C&L.	.....	20	Budd .	4	D-P...	Ward LaFrance ...48G
Own..	Eng..	4	5.05	4-Spi....	Own.....1C	SB..	½F.	4.56	I-FW.	A-P...	Pow..	434	E-Ds..	140	48-3	64-4	M....	Own..	Ross.	C&L.	.....	20	Budd	4	D-P...	White.....54
Own..	Eng..	4	4.12	3-Spi....	Own.....	SB..	½F.	4.38°	I-Rw..	Vac..	Dir...		E-Ds..		41½-2½	60-3	M....	Own..	Own..	W&S..	57	20	Budd..	4	D-P...	White.....53
Own..	Eng..	4	4.12	3-Spi....	Own.....50B	DR°	½F.	4.67°	I-Rw..	A-P..	Pow..	††	E-Ds..	††	41½-2½	60-3	M....	Own..	Own..	W&S..	66	20	Budd..	4	D-P...	White.....50B
B-L..	Eng..	4	5.35	4-Spi....	Tim..65220W	Wo.	FF..		I-Fw..	A-P..	Pow..		-Ds..		49-3	60-3	M....	Tim..	Ross.	C&L..	100	22	Budd..		D-P...	W M C.....GY
B-L..	Eng..	4	5.35	4-Spi....	Tim...6522W	Wo.	FF..	4.00	I-Rw..	A-P..	.....	311	I-Rw..	311	49-3	60-3	M....	Tim...	Ross..	C&L..	.....	22	Budd..		D-P...	W M C.....GX
B-L..	Eng..	4	5.35	4-Spi....	Tim...6522W	Wo	FF..	4.8	I-Rw..	A-P..	.....	325	I-Rw..	325	49-3	60-3	M....	Tim...	Ross.	C&L.	.....	22	Budd..		D-P...	W M C.....GX
Mun..	Eng..	4	4.77	4-Spi....	Tim64031DH	Wo.	½F.	6.0	I-Fw.	Hyd..	Dir...	588	E-Ds..	161	43-3	58-3	M....	Tim...	Ross.	C&L.	56½	20	Budd .	4	D-P...	Yellow.....W
B-L.	Eng..	4	5.35	4-Spi....	Tim.5811-W	SB.	½F.	5.28	I-Fw..	A-P..	Pow..	378	I-Ds..	40	46-3½	60-3½	M....	Tim...	Ross.	C&L.	62½	22	Budd .	4	D-P...	Yellow.....Y
B-L.	SeU...	4	4.98	4-Spi....	Tim.. 66220	Wo.	½F.	5.20	I-Rw..	Mec..	Dir ..	305	I-Rw..	305	48-3½	60-4	M....	Tim...	Ross.	C&L.	56	24	Budd..	4	D-P...	Yellow.....Z-200
B-L.	SeU...	4	4.98	4-Spi....	Tim 66210-W	Wo.	½F.	5.20	I-Fw..	A-P...	Pow..	378	I-Ds .	40	48½-3½	60-4	M....	Tim...	Ross.	C&L.	64	24	Budd..	4	D-P...	Yellow Z-230
**	**	1	11.00	4-Spi....	Tim. 6630-W	Wo°	½F	11.00	I-Fw.	A-P..	Pow..	378	I-Rw..	222	48½-3½	6-4	M....	Tim...	Ross.	C&L.	64	24	Budd..	4	D-P...	Yellow**.....Z-230
Mun..	SeU..	4	4.49	4-Spi....	Tim 66212-W	Wo.	½F.	5.2	I-Fw..	A-P...	Pow..	378	I-Ds..	80	48-3½	64-4	M....	Tim...	Ross.	C&L.	72	22	Budd..	4	D-P...	Yellow.....Z-240

Ind—Indestructible
I-Rw—Internal Rear wheel
Jac—Jacox
L—L Head
Lan—Lansing
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
Mal—Malleable Iron
MD—Double Disk
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanical
Mich—Michigan
M.M.—Mechanics Machine

Mot—Motor Wheel
M-P—Mechanical Pump
Mun—Muncie
N-E—North East
N-P—No Provision
N&L—Nuts and Lever
Opt—Optional
P—Pneumatic (Tires)
PD—Dual pneumatics
P—Pressure (Fuel Feed)
Pet—Peters
Pic—Pick
Pie—Pierce
Pow—Power Operated
Pre—Prestolite
R—Rubber

RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RwDs—Rear wheels & drive shaft
S—Solid
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Separate Unit
She—Sheldon
Shu—Shuler
S&L—Screw and lever
Sl—Sleeve Valve
S-M—Spoked Malleable Iron
Smi—Smith
S&N—Screw and Nut

Sne—Snead
SP—Single Plate
S-P—Spoked Pressed Steel
Spi—Spicer
Spl—Splitdorf
SSD—Spoked Steel Disk
Stew—Stewart
Str—Stromberg
Su—Suction
S-W—Spoked Wood
T—T Head
TB—Straight Bevel
Tim—Timken
Uni—Universal Machine
UnFA—Unit with Front Axle
U-P—Universal Products

V—Vacuum
Vac—Vacuum
Var—Various
Ves—Vesta
War—Warner Corp.
Wauk—Waukesha
Wes—Westinghouse
W&K—Whitehead & Kales
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Yell—Yellow Sleeve
Zen—Zenith

Federal-Aid Road Fund Apportionment by States for Fiscal Year Ending June 30, 1930

Alabama	$1,554,221	Nevada	960,375
Arizona	1,061,111	New Hampshire	365,625
Arkansas	1,284,382	New Jersey	937,434
California	2,495,345	New Mexico	1,189,085
Colorado	1,388,755	New York	3,617,748
Connecticut	477,110	North Carolina	1,716,919
Delaware	365,625	North Dakota	1,197,586
Florida	909,235	Ohio	2,754,446
Georgia	1,980,443	Oklahoma	1,748,857
Hawaii	365,625	Oregon	1,191,989
Idaho	933,902	Pennsylvania	3,325,854
Illinois	3,118,949	Rhode Island	365,625
Indiana	1,917,036	South Carolina	1,061,447
Iowa	2,020,861	South Dakota	1,229,282
Kansas	2,058,305	Tennessee	1,609,662
Kentucky	1,417,634	Texas	4,531,162
Louisiana	1,026,696	Utah	848,592
Maine	678,501	Vermont	365,625
Maryland	633,615	Virginia	1,433,405
Massachusetts	1,090,077	Washington	1,149,489
Michigan	2,204,966	West Virginia	796,408
Minnesota	2,108,104	Wisconsin	1,854,580
Mississippi	1,311,391	Wyoming	939,536
Missouri	2,392,021		
Montana	1,554,060		
Nebraska	1,586,299		$73,125,000

American Bus Bodies

BODIES FURNISHED BY BODY MANUFACTURERS

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Length (Ins.)	GENERAL DIMENSIONS: Width (Ins.)	GENERAL DIMENSIONS: Height Including Chassis (Ins.)	GENERAL DIMENSIONS: Body Weight (Lbs.)	GENERAL DIMENSIONS: Floor Height Loaded (Ins.)	GENERAL DIMENSIONS: Step Height Loaded (Ins.)	SEATS: Double (No.)	SEATS: Single (No.)	SEATS: Other Capacity	SEATS: Upper Deck (Capacity)	SEATS: Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front Right	DOORS: Front Left	DOORS: Rear Right	DOORS: Rear Left	DOORS: Other (Location)	WINDOWS: Total No.	WINDOWS: No. Movable	WINDOWS: Regulator Make	INTERIOR FINISHINGS: Seats Make	INTERIOR FINISHINGS: Seats Upholstery	INTERIOR FINISHINGS: Covering Material Lining	INTERIOR FINISHINGS: Covering Material Ceiling	INTERIOR FINISHINGS: Covering Material Floor	ROOF: Material	Dome Lights: No. and Candle-power	VENTILATORS: Roof Make	VENTILATORS: Roof Number	VENTILATORS: Cowl or Hood (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Rods	FITTINGS: Seat Hand Holds	Exterior Finish
Bender Body	Any	PC	16°	Ash	Al	220°	84°	96°	3000°	23°	13°	4°	4°	4°	N	9°	Rf°	Y	Y	Y	Y	RC	15	12	Tern	Own	L or P	Mole	Mole	Lin	OD	4°–21	N-L	3°	S.	A.	Q.L.	Opt	C.	Y	Y	Y	N	Y	Pyr.
Bender Body	Any	Sed		Ash	Al	136°	96°	90°	2000°	23°	13°		N		N	N	Rr°	Y	Y	N	N	N	11	8	Tern	Own	L or P	Mole	Mole	Lin	OD	2°–21	N-L	1°	S.	T.	T.C.	Opt	C.	Y	Y	Y	N	N	Pyr.
Bender Body	Any	SDC	16°	Ash	St	220°	84°	72°	3200°	23°	13°	4°	4°	4°	N	12°	Rf°	Y	Y	N	Y	RC	12	10	Edw	Own	Lea			Lin	OD	4°–21	N-L	4°	S	N	Q.L.	Opt	C.	N	N	N	Y	Y	Pyr.
Bender Body	Any	SDC	16°	Ash	St	220°	84°	72°	3200°	23°	13°	4°	4°	4°	N	12°	Rf°	Y	Y	Y	Y		11	8	Tern	Own	Lea	Im. Lea	Im. Lea	Lin		4–21	L-N	1	T.	T.		Pion							Pyr.
***Carolina Body**	900	Studebaker°	Sed	14	Ash	St	162	63		1800		14	2	1	9		Rf	Y	Y	Y	Y		11	8	Dura	Own	Lea	Im. Lea	Im. Lea	Lin		4–21	L-N	2	H	A.		Own	C.						Pyr.
***Carolina Body**	1500	G.M.C.°	Sed	16	Ash	St	167	76		2600		15	1	1	13		Rf	Y	Y	Y	Y		11	8	Dura	AC&W	Lea	Im. Lea	Im. Lea	Lin		4–21	L-N	2	H	A.		Own	C.						Pyr.
***Carolina Body.**	1500-A	Graham°	PC	16	Ash	St	167	76		2600		15	1	1	13		Rf	Y	Y	Y	Y		11	8	Dura	AC&W	Lea	Im. Lea	Im. Lea	Lin		4–21	L-N	2	H	A.		Own	C.						Pyr.
***Carolina Body.**	1600	White°	PC	18	Ash	St	218	78		3400		15	4	6	4	10	Rf°	Y	Y	N	Y		12	10	CS	Own	Lea	Im. Lea	Im. Lea	Rub		6–21	L-N	3	N	A.		Own	C.						Pyr.
***Carolina Body.**	1400	Harvester	PC	14	Ash	St	194	75½		2800		14	3	4	4	10	Rf	Y	Y	N	Y		9	8	Tern	Karp	Lea	Im. Lea	Im. Lea	Lin		6–21	N-L	3	H	T.	N	Own	C.	N	Y				Pyr.
***Carolina Body.**	1800	Studebaker	75°	Sed	20	Ash	St	197	76		2800		15	1	1	17		Rf	Y	Y	N	N		13	10	Dura	Own	Lea	Im. Lea	Im. Lea	Lin		6–21	N-L	3	H	A.	N	Own	C.						Pyr.
***Carolina Body.**	1800-A	Studebaker°	PC	20	Ash	St	197	76		2800		15	1	1	17		Rf	Y	Y	N	N		13	10	Dura	AC&W	Lea	Im. Lea	Im. Lea	Lin		6–21	N-L	3	H	A.	T.W	Own	TB	N	N	N	Y	Y	Pyr.
***Carolina Body.**	2100	G.M.C.	174°	SDC	42	Ash	St	205°	84		3400		14	18	1	5		N	Y	N	N	Y	N	15	15		H-K°	Lea	Ven	Ven		OD	6–21	N-L	3	H	A.	T.W	Own	TB	N	N	N	N	N	P&V
Farnham Nelson			29	Ash	Al	336	96											Y	N	N	Y	N	11	8	CS	Kn-Ad	Lea	Lea	Lea	Lin	OD	6–21	N-L	2			T.C.	Kysor	C.						Pyr.
***Fitz-John**	12P	Reo	FB-143	PC	12	Ash	St	170¼	75½	73½	2300	26¼	2	4	4	4	14		Y	N	N	Y	N	11	8	CS	Kn-Ad	Lea	Lea	Lea	Lin	OD	6–21	N-L	2	N	N	T.C.	Own	TB	N	N	N	Y	Y	Pyr.
***Fitz-John Pay Enter**		Reo	GB-175	SDC	21	Ash	St	216¼	87	105¼	3400	26	15¾	8	N	5	N	17	N	Y	N	N	Y	N	15	10	CS	Kn-Ad	Lea	Lea	Lea	Lin	OD	6–21	N-L	2	N	N	T.C.	Own	C.	N	N	N	N	Y	Pyr.
***Fitz-John Observ**		Reo	GB-175	PC	21	Ash	St	220¾	90	94	3500	26	15¾	8	N	5	N	12	Rf	Y	Y	Y	Y	N	11	10	Dura	Kam	Lea	Lea	Vel	Lin	PCF	3–21	Ad-L	2	N	T.	N	Own	C.	Y	N	N	N	N	Pyr.
***Flexible**	48-15-S	Buick		Sed	15	Oak	St	212	66	76	2700	23	14						Rf	Y	Y	Y	Y	N	13	12	Dura	Kam	Lea	Lea	Vel	Lin	PCF	6–12	Ad-L	2	N	T.	N	Own	C.	Y	N	N	N	N	Pyr.
***Flexible**	28-15-DL	Buick		PC	15	Oak	St	208	73	85	2800	23	14						Rf	Y	Y	Y	Y	N	9	8	Dura	Kam	Lea	Lea	Vel	Lin	PCF	2–12	Ad-L	2	N	T.	N	Own	C.	Y	N	N	N	Y	Pyr.
***Flexible**	2-12-S	Buick		Sed	12	Oak	St	182	66	76	2400	23	14						Rf	Y	Y	Y	Y	N	10	2	MP	Own	Lea	Ven	Ven	Lin	OD	6–12	N-L	3	A.	N	VW.	Kysor	PB	N	N	N	Y	Y	Pyr.
Heisers, Inc		Studebaker	75	SDC	21	Oak	St	208	94	101	3600	26	14½	8	N	5	N	16	Rf	Y	Y	N	N	N	12	2	MP	Own	Lea	Ven	Ven	Lin	OD	8–12	N-L	3	A.	N	VW.	Kysor	PB	N	N	N	Y	Y	Pyr.
Heisers, Inc		Fageol		SDC	25	Oak	St	248	94	99	4400	24	13	10	N	5	N	16	Rf	Y	Y	N	N	N	12	2	MP	Own	Lea	Ven	Ven	Lin	OD	10–12	N-L	4	A.	N	VW.	Kysor	PB	N	N	N	Y	Y	Pyr.
Heisers, Inc		Kenworth	290	SDC	29	Oak	St	276	94	101	5600	26	14½	12	N	5	N	16	Rr	Y	Y	N	N	N	14	2	MP	Own	Lea	Ven	Ven	Lin	OD	10–12	N-L	5	A.	N	VW.	Kysor	PB	N	N	N	Y	Y	Pyr.
Heisers, Inc		White	54	SDC	29	Oak	St	276	94	99	5600	24	13	12	N	5	N	16	Rr	Y	Y	N	N	N	14	2	Tern	Own	Lea	Ven	Ven	Lin	OD	10–12	N-L	5	A.	N	VW.	Kysor	PB	N	N	N	Y	Y	Pyr.
Heisers, Inc		White	53	PC	29	Oak	St	276	94	99	5600	24	13	12	N	5	N	16	Rr	Y	Y	N	N	N	14	2	Tern	Own	Lea	Ven	Ven	Lin	OD	10–12	N-L	5	A.	N	VW.	Kysor	PB	N	N	N	Y	Y	Pyr.
Heisers, Inc		White	53	PC	21	Oak	Al	212	88½	92	4000	26	15	8	N	5	N	11	Rf	Y	Y	N	N	N			MP	Own	Lea	Car	Ven	Lin	Ven	6–15	N-L	4	H	N	VW.	Kysor	C.	N	Y	N	N	Y	Pyr.
Heisers, Inc		Studebaker	75	PC	21	Oak	Al	212	88½	92	4800	26	15	10	1	5	N	11	Rf°	Y	Y	N	Y	Y	RC		MP	Own	Lea	Car	Ven	Lin	Ven	8–15	N-L	4	H		VW.	Kysor	C.	N	Y	N	N	Y	Pyr.
Heisers, Inc		White	53	PC	25	Oak	Al	256	88½	92	4800	26	15	10	1	5	N	11	Rf°	Y	Y	Y	Y	N			MP	Own	Lea	Car	Ven	Lin°	Ven	10–15	N-L	4	S°	N	VW.	Kysor	C.	N	Y	N	N	Y	Pyr.
Heisers, Inc		Mack	6 Cyl.	PC	29	Oak	Al	280	88½	93	5400	23½	15	12	1	5	N	11	Rf°	Y	Y	Y	Y	N				Own	Own	Fabd																	
Hicks		Std. School Bus		SDC		Oak	St	156°	72		1250								Y	N	N	N	RC																							
Lang		White	240 in.	PC	30	St	A&S	378	95¾	102		26⅞	16½	12	1	5	N	12	Rf	Y	N	N	Y	N	17	12			Lea	Plyw	Ven	Lin	Im.Lea°	10–21	N-L	5	H	N	Q.S	N-L	C.	Y	N	N	Y	N	Pyr°
Lang		White	227 in.	SDC	19	St	A&S	366	95	108		25	15	14	N	5	N	18	N	Y	N	N	Y	N	17	15			Lea	Plyw	Ven	Flex	Canv	8–21	N-L	6	H	N	Q.S	N-L	PB	N	N	N	Y	Y	Pyr°
Wayne Works	20	Any		SB	47°	H-O°	St	130°	66	60°	1250°	Var				N	N	12	Rf	Y	Y	N	N	N	RC	10°	7°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	N	N	N	N	N	N	Pyr.
Wayne Works	20	Any		PC°		H-O°	St	285°	66	60°	1325°	Var							Y	Y	N	N	RC	10°	7°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	PB	N	N	N	N	N	Pyr.
Wayne Works	20	Any		TH	4°	H-O°	St	130°	66	60°	1440°	Var							Y	Y	N	N	RC	20°	17°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	PB	N	N	N	N	N	Pyr.
Wayne Works	20	Any				H-O°	St	Var	66	60°	1185°	Var							Y	Y	N	N	RC	20°	17°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	N	N	N	N	N	N	Pyr.
Wayne Works	60	Any		SB	58°	H-O°	St	Var	82	60°	1395°	Var				N	N	12	Rf	Y	Y	N	N	N	RC	10°	7°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	PB	N	N	N	N	N	Pyr.
Wayne Works	60	Any		SDC°	12°	H-O°	St	Var	82	60°	1485°	Var		6°	N	N	N	12	Rf	Y	Y	N	N	N	RC	20°	17°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	N	N	N	N	N	N	Pyr.
Wayne Works	60	Any		TH	12°	Ash	St	Var	82	60°	3160°	Var							Y	Y	N	N	RC	10°	7°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	N	N	N	N	N	N	Pyr.
Wayne Works	60	Any				Ash°	St	Var	82	60°	1325°	Var							Y	Y	N	N	RC	20°	17°	Dura	Own	Im. Lea	Plyw	Plyw	Lin	OD	2°–15	Own	2°	N	N	UW	Chan	N	N	N	N	N	N	Pyr.
Weather Proof		Reo	GB 175	Sed			St	St	224	78	83	2400	26½	16½		2	N	N		Rr	Y	Y	Y	Y	R	14	14		Own	Lea	Im. Lea	Im. Lea	Lin	Lea	6–21	Limco	2	N	N	N	Own	PB	N	N	N	Y	Y	Pyr.
Weather Proof		G.M.C.	175	SDC	22	Ash	St	198	88	102	3200	26½	17	10	1	1	N		N	Y	Y	Y	Y	N	15	14		Own	Lea	Ven	Ven	Lin°	OD	6–21	Limco	2	N	N	N	Own	PB	N	N	N	Y	N	Pyr.
Weather Proof		Reo	GB 175	Sed		Ash	St	221	78	85	2800	26½	16½		2	1	N		Rr	Y	Y	Y	Y	R	12	10	Tern	Own	Lea	Im. Lea	Im. Lea	Lin	Lea	6–21	N-L	4	S	A.	N	Petry	PB	Y	Y	N	N	N	Pyr.
Weather Proof		Republic	205½	PC	26	Ash	Al	256	90	94	3600	27	15	11	3	1	N	16	Rf	Y	Y	Y	N	N					Lea	Im. Lea	Vel	Lin	OD	8–21	N-L	4	S	A.	N	N-L	C.	Y	N	N	N	N	Pyr.
Whitfield Pay Enter		Brockway	H	SDC	25	A-O	St	242	90	104°	3800	28	15	10	N	5	N	18	Opt	Y	N	N	Y	N					Lea	Im. Lea	Im. Lea	Lin	Canv	6–21	N-L	4	S	A.	N	N-L	C.	Y	N	N	N	Y	Pyr.
Whitfield Chair Car		Mack	AL	PC	29	A-O	St	284½°	90	106°	4200	24	12½	12	N	5	N	11	Opt	Y	N	N	Y	N					Lea	Im. Lea	Im. Lea	Lin	Canv	8–21	N-L	6	S	A.	N	N-L	C.	Y	N	N	N	N	Pyr.
Whitfield Chair Car		Larrabee	8X-31	PC	21	A-O	St	222°	90	99°	3600	26	13	8	N	5	N	14	Opt	Y	N	N	Y	N					Lea	Im. Lea	Im. Lea	Lin	Canv	6–21	N-L	4	S	A.	N	N-L	C.	Y	N	N	Y	Y	Pyr.
Whitfield Chair Car		Mack	BB	PC	21	A-O	St	207	90	100°	3500	26	13	8	N	5	N	14	Opt	Y	N	N	Y	N					Lea	Im. Lea	Im. Lea	Lin	Canv	6–21	N-L	4	S	A.	N	N-L	C.	Y	N	N	Y	Y	Pyr.

American Bus Bodies—Continued

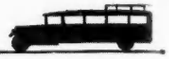
BODIES FURNISHED BY CHASSIS MANUFACTURERS

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Length (Ins.)	Width (Ins.)	Height Including Chassis (Ins.)	Body Weight (Lbs.)	Floor Height Loaded (Ins.)	Step Height Loaded (Ins.)	SEATS: Double (No.)	Single (No.)	Other Capacity	Upper Deck (Capacity)	Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front Right	Front Left	Rear Right	Rear Left	Other (Location)	WINDOWS: Total No.	No. Movable	Regulator Make	INTERIOR FINISHINGS: Seats Make	Seats Upholstery	Covering Material: Lining	Covering Material: Ceiling	Covering Material: Floor	ROOF: Material	Dome Lights: No. and Candle-power	VENTILATORS: Roof Make	VENTILATORS: Roof Number	VENTILATORS: Cowl or Hood (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Rods	FITTINGS: Seat Hand Holds	Exterior Finish
Graham Bros.....880	Graham....YE	SDC..	21	Oak..	St	261	86	105	3255	28½	16	10	1	N	N	18½	N..	Y	N	N	N	RC.	12	9	Tern..	Own..	Lea....	Plyw...	Wood..	Rub.	Hask..	6–21	E&M..	3	N	T.	TC..	N-L	C..	N	N	N	N	Y	Y	Pyr.
Graham Bros.....881	Graham'....JE	PC...	16	Oak..	St...	256	77	99	2900	28	16	6	4	N	N	12	Rf..	Y	N	N	N	RC.	11	10	Tern..	Kam..	Lea....	Fabd...	Fabd...	Lin		6–21	E&M..	3	N	S.	TC..	N-L	C..	N	N	N	N	N	Pry.
Graham Bros.....882	Graham.....J E	PC...	12	Oak..	St..	256	77	99	2800	28	16	N	12	N	N	16	Rf..	Y	N	N	N	RC.	11	10	Tern..	Own..	Lea....	Fabd...	Fabd...	Lin		6–21	E&M..	3	N	S.	TC..	N-L	C..	N	N	N	N	N	Pyr.
Int. Harvester.....Internat'l....15		PC...	10	Wd..	A&S.	259	77	97⅜	2570	26½	17¼	3	N	4	N	11¾	Rf..	Y	N	N	Y	N..	9	8	Tern..	Karp..	Lea....	Fi.Bd...	Im. Lea	Lin	Fabd...	6–21	N-L	2	H	T.	N	Petry	C..	Y	N	Y	N	N	Pyr.
Int. Harvester.....Internat'l....15		Sed..	Var.	A-O..	St°..	191	75			30¼	18½						Rf..	Y	Y	Y	Y	N..	11	10	Perf...		Lea....	Im. Lea	Im. Lea	Lin	Im. Lea	6–15	Limco.	2	N	T.	TC..	Pion	C..	N	N	N	N	N	Pyr.
Int. Harvester.....Internal'l....15		SDC..	14	A-O..	St..	195	75	104		28½	19	3	5	4	N	15	N..	Y	N	N	Y	N..	11	9	Tern..	Karp..	Lea....	Im. Lea	Im. Lea	Lin	Im. Lea	6–15	N-L	3	N	T.	TC..	Petry	PB..	N	N	N	Y	N		
Motor Transit.....800	Motor Transit..	SDC..	34	Ash..	Plym	218	93	102½	4462	30¾	Var.	14	1	5	N	16	Rr..	Y	N	N	N	RC.	18	17	.....	Own..	Lea....	None..	Hask...	Lin	OD....	10–21	N-L	2	N	A.	TW..	Kysor..	PB..	N	N	N	N	Y	En..	
***Ruggles.....60**	Ruggles.180 in'	PC...	19	Oak°..	St...	208	84	91	2800	26	14	6	2	5	..	10	Rf..	Y	Y	Y	N	N..	.....																								
***Ruggles.....60**	Ruggles.180 in.	SDC..	21	Oak°..	St..	107	88	102	3000	26	14	8	0	5	..	17	N	Y	Y	Y	N	N..	.....																								
***Ruggles.....65**	Ruggles.200 in.	PC...	25	Oak°..	St..	245	88	90	3200	26	14	10	0	5	..	14	Rf..	Y	Y	Y	N	N..	.....																								
***Ruggles.....65**	Ruggles.200 in.	SDC..	25	Oak°..	St..	229	88	100	3400	26	14	10	0	5	..	17	N	Y	Y	Y	N	N..	.....																								
***Ruggles.....70**	Ruggles.236 in.	PC...	29	Oak°..	St..	350	90	90	3700	26	14	12	0	5	..	16	Rf..	Y	Y	Y	N	N..	.....																								
***Ruggles.....70**	Ruggles.236 in.	SDC..	25	Oak°..	St..	350	90	100	3800	26	14	12	0	5	..	19	N	Y	Y	Y	N	N..	.....																								
***Six-Wheel.....66**	6-Wheel.234 in.	DDC..	62	PS....	Al...	312	94	158½	8660	25	11	15	2	N	30	20	N	Y	N	Y	N	N	44	41	Edw	H-K.	Lea....	Im. Lea	Al°	Lin	Fabd...	17–21	N-L	4	S.	A.	N	Petry	PB..	N	N	N	N	Y	Opt.
***Six-Wheel.....64**	6-Wheel.224 in.	PC...	29	Ash..	Al...	261	88	104	3900	25	15	12	N	5	..	16	Rr..	Y	N	N	Y	N..	14	11	Tern.	H-K.	Lea....	Im. Lea	Im. Lea	Lin	Im. Lea	8–21	N-L	3	N	T.	Q.L.	Petry	C..	Y	N	N	N	N	Opt.	
***Six-Wheel.....64**	6-Wheel.224 in.	SDC..	29	Ash..	Al...	261	88	104	3550	25	15	12	N	5	N	16½	N..	Y	N	Y	Y	N..	14	11	CurS.	H-K.	Lea....	Plyw.	Fabd...	Lin	Im. Lea	8–21	N-L	3	N	T.	Q.L.	Petry	C..	N	N	N	Y	Y	Opt.
Studebaker.....Stude...75 HD		SDC..	21	Wood.	St..	200	88	103¼	3270	27½	15¼	8	N	3	N	15½	N..	Y	N	N	N	RC.	12	9	A&W.	Sup..	Lea....	Plyw.	Plyw.	Lin	Canv...	6–15	Limco.	3	N	A.	T.C.°	Petry	PB..	N	N	N	Y	Y	Pyr.
Studebaker.....Stude..75 Spec.		PC...	22	Wood.	St..	220	90	95¼	3715	27½	15¼	8	3	3	N	12	Rf°	Y	Y	N	Y	N	15	10	Dura.	Sup..	Lea°	Moh..	Moh.	Lin	Im. Lea	6–15	Limco.	3	N	A.	T.C.°	Kysor..	C..	Y	Y	N	N	N	Pyr.
Studebaker.....Stude...75 Jr.		Sed..	14	Wood.	St..	174¾	78	90	2290	26¾	14¾			14	N	N..	Rf°	Y	Y	Y	Y	RiC.	9	6	Dura.	Sup..	Lea....	Im. Lea	Im. Lea	Lin	Im. Lea	4–15	Limco.	2	N	N	T.C.	Kysor..	C..	Y	N	N	N	N	Pyr	
C. H. Will. Motors GY	Will Motors....	PC...	37	Wood.	Al...	372	96	105	6000	27	17	16	1	5	N	11	...	Y	N	N	Y	N	14	14	Tern..	.....	Moh..	Vel....	.....	Lin	Canv...	10–21	N-L	3	S.	N	N	Trop..	C..	Y	Y	N	N	N	Pyr.
C. H. Will Motors GY	Will Motors....	PC...	33	Wood.	St...	372	96	105	6000	27	17	14	1	5	N	11	...	Y	N	N	Y	N	14	14	Tern..	.....	Moh..	Vel....	.....	Lin	Canv...	10–21	N-L	3	S.	N	N	Trop..	C..	Y	Y	N	N	N	Pyr.
C. H. Will Motors GX	Will Motors....	PC...	29	Wood.	St..	360	.....	96	5000	27	17	12	1	5	N	11	Rf.	Y	N	N	Y	N	12	12	Tern..	.....	Moh..	Vel....	.....	Lin	Canv...	10–21	N-L	3	S.	N	N	Trop..	C..	Y	Y	N	N	N	Pyr.
C. H. Will Motors GX	Will Motors....	SDC..	29	Wood.	St..	360	.....	105	5000	27	17	12	1	5	N	11	N..	Y	N	N	Y	N	12	11	Tern..	.....	Lea....	Im. Lea	.....	Lin	Canv...	10–21	N-L	6	S.	N	N	Trop..	C..	Y	Y	N	N	N	Pyr.
Yellow.....W	Yellow.....W	PC...	17	Ash..	A&S.	217¾	84	94¾	.....	25½	13⅝	4	4	5	N	16	Rf..	Y	N	Y	Y	N	11	10	Tern..	.....	Lea....	FiBb.	Vel....	Lin	Im. Lea	8–21	N-L	3	S.	A.	T.C.	N-L	C..	N	N	N	N	N	Pyr.
Yellow.....W	Yellow.....W	SDC..	21	Ash..	A&S.	217¾	90	103⅝	.....	25⅛	13⅝	8	N	5	N	18¼	N	Y	N	N	Y	N	12	11	.....	.....	Lea....	.....	Plyw.	.....	Im. Lea	8–21	N-L	3	S.	A.	T.C.	N-L	PB..	N	N	N	N	Y	Pyr.
Yellow.....Y-29	Yellow.....Y	PC...	29	Ash..	Al...	269	90	89½	.....	24	15	12	N	5	N	11	Rf.	Y	N	Y	Y	N	13	12	Tern..	.....	Lea....	Vel....	Ven..	Lin	Im. Lea	10–21	N-L	4	S.	A.	T.C.	Own..	C..	N	Y	N	N	N	Pyr.
Yellow.....Z-29	Yellow...Z-200		29	Ash..	Al...	263⅝	90	105½	.....	26⅞	14⅝	12	N	5	N	15¼	N	Y	N	N	Y	N	14	13	.....	.....	Lea....	Ven..	Plyw..	Lin	OD....	10–21	N-L	3	N	A.	N	Own..	C..	N	N	N	N	Y	Pyr.
Yellow.....Z-33	Yellow...Z-230	SDC..	33	Ash..	Al...	286	94¾	105	.....	26	15⅝	14	N	5	N	15½	N	Y	N	N	Y	N	16	15	.....	.....	Lea....	Ven..	Plyw.	Lin	OD....	10–21	N-L	4	N	A.	N	Own..	PB..	N	N	N	N	Y	Pyr.

ABBREVIATIONS:

°—Others also
*—1928 Specifications
Al—Aluminum
A-M—Ash and Maple
A-O—Ash and Oak
A&S—Aluminum and Steel
AW—Above Windshield
A&M—Adams and Westlake
Beav—Beaver Board
C—Cord
Canv—Canvas
Car—Carpet
Chan—Chanson
CurS—Curtain Supply
DDC—Double Deck City
Edw—Edwards
En—Enamel
E&M—English and Mersick
Fabd—Fabrikoid
FiBd—Fibre Board
Flex—Flexolith
Fr—Front
H—Hood
Hask—Haskelite
H-K—Hale & Kilburn
H-O—Hickory and Oak
HdWd—Hardwood
H-W—Heywood-Wakefield
Im. Lea—Imitation Leather
Kam—Kamco
Karp—Karpen
Kn-Ad—Kelton Aurand
Lea—Leather
Lin—Linoleum
L or P—Leather or Plush
Mahog—Mahogany
Moh—Mohair
Mole—Moleskin
MP—Motor Products
N—None or No
N-L—Nichols-Linters
OD—Oiled Duck
Opt—Optional
O&S—Oak and Steel
PB—Push Buttons
PC—Parlor Car
PCF—Pyro. Coated Fabric
Perf—Perfect Window Regulator Co.
Pion—Pioneer
Plym—Plymetl
Plyw—Plywood
PS—Pressed Steel
Pyr—Pyroxylin
P&V—Paint and Varnish
Q.L.—Quarter Lights
Q.S.—Quarter Shield
R—Right
RC—Rear Center
RCF—Rubber Coated Fabric
RiC—Right Center
Rf—Roof
Rr—Rear
Rub—Rubber
S—Side
SB—School Bus
SDC—Single Deck City
Sed—Sedan
Ser—Service Products Corp.
Spec—Special
St—Steel
Sup—Superior Body Co.
T—Through
T.C.—Top of Cowl
Tern—Ternstedt
Th—Touring Home
Trop—Tropic Air
TW—Through Windshield
U—Under
US—Under Seats
UW—Under Windshield
Var—Various
Vel—Velour
Ven—Veneer
Vvt—Velvet
VW—Ventilating Wings
Wd—Wood
Y—Yes

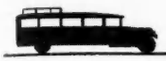
British Motor Bus Chassis



MAKE	GENERAL								ENGINE					TRANSMISSION			REAR AXLE			BRAKES		DIMENSIONS		
		Weight				Tires Type and Size					Fuel System				Gearset							Overall		
	Seating Capacity	Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Front (Ins.)	Rear (Ins.)	Number of Wheels	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Location	Number of Forward Speeds	Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Floor Height (Ins.)	Length (Ft. and Ins.)	Width (Ft. and Ins.)
A. E. C.	30	6720	3920	192	68	P-38x7	P-38x7d	4	4-4¼x5½	L.	Zen.	V.	M.	Co.	Sep.	4	F.F.	Wo.	6.25	Fw.	Mech.	28	26-3	7-2
A. E. C.*	54	7000	5040	186	77	P-36x8	P-38x7d	4	4-4¼x5½	L.	Zen.	G.	M	S.P.	Sep.	3	F.F.	Ig.	9.3	Rw.	Mech.	21	26-0	7-5
Albion	20	3800	2800	153	64	P-33x5	P-33x5d	4	4-3⅞x5	L.	Zen.	G.	M	S.P	Sep.	4	F.F.	Wo.	5.7	Rw.	Mech.	25	20-3	7-0
Albion	25	5820	3200	172	64	P-36x6	P-36x6d	4	4-4⅛x4¾	L.	Zen.	G.	M	S.P	Sep.	4	F.F.	Wo.	5.7	Rw.	Mech.	26	22-6	7-0
Albion	26	6830	3400	195	67	P-36x6	P-36x6d	4	6-3⅞x5	L.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	5.5	Fw.	Vac.	26	25-3	6-10
Albion	32	6950	3800	195	67	P-38x7	P-38x7d	4	6-3⅞x5	L.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	6.25	Fw.	Vac.	27	26—0	6-10
Albion*	20	3360	2000	133	56	P-33x7	P-33x7	4	4-3x5½	L.	Sol.	G.	M	S.P	Sep.	4	F.F.	Wo.	6.5	Rw.	Mech.	30	16-0	6-0
Bean	20	4480	2240	150	65	P-34x7	P-34x7	4	4-4x5	L.	Cla.	V.	M	S.P	Sep.	4	F.F.	Wo.	7.0	T & Rw.	Mech.	31	18-3	6-6
Bristol	20	6270	3360	192	72	P-34x7	P-34x7d	4	4-4½x5¾	L.	Sol.	V.	M	S.P	Sep.	4	F.F.	Wo.	6.0	Fw.	Vac.	27	24-9	7-6
Bristol	34													S.P	Eng.	3		Ig.		Rw.	..	30	16-0	6-9
Burford	18	3200	2000	126	56	P-32x6	P-34x7	4	4-3¾x5⅛	L.												32	19-6	6-8
Clyde	20	5000	4000	150	57	P-36x6	P-36x6d	4	4-4x5¼	L.	Zen.	V.	M.	MD.	Eng.	3	½Fl.	Wo.	6.50	Rw.	Mech.	26	24-3	7-3
Clyde	26	7600	4480	198	64	P-36x6	P-36x6d	4	6-3¾x5	L.	Zen.	V.	B.	MD.	Eng.	4	F.F.	Wo.	6.00	Fw.	Vac.	29	19-6	6-6
Commer	20	3800	2600	150	60	P-33x5	P-33x5d	4	4-3⅛x5½	F.	Zen.	V.	M	Co.	Sep.	4	F.F.	Sp.	6.4	Fw.	Vac.	25	24-7	7-0
Commer	26	5600	3130	192	64	P-32x6	P-32x6d	4	4-4⅛x5½	L.	Sol.	G.	M	Co.	Sep.	4	F.F.	Wo.	5.2	Fw.	Vac.	25	24-7	7-0
Commer*	32	5800	4000	192	64	P-32x6	P-32x6d	4	4-4⅛x5½	L.	Sol.	V.	M	Co.	Sep.	4	F.F.	Wo.	5.2	Fw.	Vac.	25	24-7	7-0
Crossley	34	6500	2700	199	71	P-36x6	P-36x6d	4	4-4⅛ x5½	L.	Zen.	V.	M.	S.P.	Sep.	4	F.F.	Wo.	6.25	Fw.	Vac.	26	25-6	7-6
Daimler	40	6720	3360	208	71	P-38x8¼	P-38x8¼d	4	6-3⅛x5⅛	Sl.	Sol.	V.	B.	S.P.	Sep.	4	F.F.	Wo.	6.25	T & Fw.	Vac.	27	27-6	7-2
Dennis	20	4140	1680	142	60	P-33x5	P-33x5d	4	4-3⅜x4¾	L.	Cla.	V.	M	Co.	Eng.	4	F.F.	Wo.	6.75	Fw.	Vac.	24	18-6	6-1
Dennis	25	5300	2240	168	62	P-36x6	P-36x6d	4	4-3⅛x5⅞	L.	Cla.	V.	M	Co.	Sep.	4	F.F.	Wo.	6.75	T & Rw.	Mech.	32	20-8	6-3
Dennis	30	6720	3360	199	71	P-38x7	P-38x7d	4	4-4⅜x5⅞	L.	Cla.	V.	M	Co.	Sep.	4	F.F.	Wo.	7.75	Fw.	Ser.	28	25-5	7-2
Dennis	33	6720	3360	192	71	P-38x7	P-38x7d	4	4-4⅜x5⅞	L.	Cla.	V.	M	Co.	Sep.	4	F.F.	Wo.	7.75	Fw.	Ser.	28	25-0	7-1
Dennis*	54	7500	5600	199	78	P-38x7	P-38x7d	4	4-4⅜x5⅞	L.	Cla.	G.	M	Co.	Sep.	4	F.F.	Wo.	8.75	Fw.	Vac.	28	25-0	7-6
Dennis*	54	7500	5600	199	78	P-38x7	P-38x7d	4	4-4⅜x5⅞	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	6.5	Rw.	Vac.	29	19-0	6-7
Garner	20	3470	2570	144	60	P-33x5	P-33x5d	4	4-3¾x5½	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	6.5	Fw.	Mech.	24	19-0	7-0
Gilford	20			153	70	P-34x7	P-34x7	4	6-3½x4½	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	6.5	Fw.	Mech.	24	19-0	7-0
Gilford*	36	6950	3360	198	73	P-36x6	P-36x6d	4	6-3⅞x5	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	6.0	Fw.	Mech.	26	25-6	7-6
Gilford*	40	8400	4000	221	73	P-38x7	P-38x7	6	6-4½x5½	I.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	5.75	Sw.	Mech.	28	29-6	7-6
Guy	20	3920	2240	147	57	P-30x5	P-30x5d	4	4-3⅜x5⅛	I.	Zen.	G.	M	S.P	Eng.	4	F.F.	Wo.	5.4	Fw.	Mech.	24	19-0	6-4
Guy	26	6160	2500	183	70	P-36x6	P-36x6d	4	4-4x5½	L.	Zen.	G.	M	Co.	Sep.	4	F.F.	Wo.	7.5	Fw.	Mech.	26	23-4	7-0
Guy	30	6270	3000	199	69	P-36x6	P-36x6d	4	4-4¼x5½	L.	Zen.	G.	M	Co.	Sep.	4	F.F.	Wo.	7.5	Fw.	Mech.	26	25-0	7-0
Guy	32	6500	3000	199	70	P-36x6	P-36x6d	4	6-4x5½	L.	Zen.	G.	M	S.P	Sep.	4	F.F.	Wo.	7.5	Fw.	Mech.	26	25-0	7-0
Guy*	35	6050	3000	199	70	P-36x6	P-36x6d	4	4-4¼x5½	L.	Zen.	G.	M	Co.	Sep.	4	F.F.	Wo.	7.5	Fw.	Vac.	26	25-3	7-0
Guy*	40	8960	4000	230	75	P-34x7	P-34x7	6	6-4x5½	L.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	7.5	Fw.	Vac.	25	29-10	7-6
Guy*	60	8850	5000	199	69	P-36x8	P-36x8	6	6-4¼x5½	L.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	8.75	Fw.	Vac.	26	26-6	7-0
Guy*	72	9200	5000	230	75	P-36x8	P-36x8	6	6-4¼x5½	L.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	8.75	Fw.	Vac.	26	29-10	7-6
Halley	24	5040	2350	171	63	P-32x6	P-32x6d	4	4-3⅞x5	L.	Zen.	V.	M	S.P	Eng.	4	½Fl.	Wo.	6.0	T & Rw.	Mech.	33	21-6	7-0
Halley	36	6950	3920	195	76	P-36x6	P-36x6d	4	6-3⅛x5½	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	6.0	T & Fw.	Vac.	26	27-6	7-6
Halley	36	6830	3920	195	76	P-36x6	P-36x6d	4	4-4⅜x5	L.	Sol.	V.	M	S.P	Eng.	4	F.F.	Wo.	6.5	T & Fw.	Vac.	26	27-6	7-6
Halley	51	6950	4500	207	76	P-36x8	P-34x7d	4	6-3⅛x5½	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	6.0	T & Fw.	Vac.	26	28-6	7-6
Halley	60	8060	5712	222	74	P-36x8	P-36x8d	6	6-3⅛x5½	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	7.0	T & Fw.	Air.	26	29-6	7-6
Karrier	20	3920	2240	168	60	P-36x6	P-36x6d	4	4-3⅛x5½	L.	Zen.	V.	M	Co.	Sep.	4	F.F.	Wo.	6.25	T & Rw.	Mech.	33	21-4	6-0
Karrier	28	5710	3080	186	61	P-36x6	P-36x6d	4	4-4½x5½	L.	Sol.	V.	M	Co.	Sep.	4	F.F.	Wo.	6.00	T & Rw	Vac.	25	23-1	6-4
Karrier	32	6500	3400	188	67	P-36x6	P-36x6d	4	4-4½x6	L.	Sol.	V.	M	Co.	Sep.	4	F.F.	Wo.	6.00	T & Rw	Vac.	27	25-3	6-10
Karrier	37	8060	3500	210	76	P-34x7	P-34x7	6	6-3⅛x5½	L.			V.	M	Co.	Sep.	4	F.F.	Wo.	6.25	T & Rw.	Air.	26	30-0	7-3
Karrier	72	10,000	4500	228	76	P-36x8	P-36x8	6	6-4½x6	L.			V.	M	S.P	Sep.	4	F.F.	Wo.	7.00	T & Rw.	Air.	27	30-0	7-3
Leyland	26	6160	3360	199	72	P-38x8	P-38x8d	4	6-4x5½	I.			V.	M	S.P	Eng.	4	½Fl.	Wo.	5.5	Fw.	Vac.	31	25-9	7-6
Leyland*	31	5890	3360	174	72	P-36x6	P-36x6d	4	4-4¼x5½	I.			V.	M	S.P	Sep.	4	F.F.	DR.	6.6	T & Fw.	Vac.	30	24-0	7-0
Leyland*	31	6380	4480	210	76	P-38x8	P-38x8d	4	6-4x5½	I.			V.	M	S.P	Eng.	4	F.F.	Wo.	5.5	Fw.	Vac.	24	26-0	7-6
Leyland*	51	6500	5940	198	78	P-36x8	P-36x8d	4	6-4x5½	I.			V.	M	S.P	Eng.	4	F.F.	Wo.	6.5	Fw.	Vac.	23	24-9	7-6
Maudslay	30	5710	3920	200	72	P-36x6	P-36x6d	4	4-4⅛x5⅛	I.	Zen.	V.	M	Co.	Sep	4	F.F.	Wo.	6.75	T & Fw.	Ser.	27	26-0	7-2
Maudslay*	38	5820	3920	198	72	P-36x6	P-36x6d	4	4-4⅛x5⅛	I.	Zen.	V.	M	Co.	Sep.	4	F.F.	Wo.	7.0	T & Fw.	Ser.	27	26-0	7-2
Maudslay*	36	7280	4000	200	75	P-38x7	P-38x7d	4	6-4⅛x5⅛	I.	Zen.	V.	M	S.P	Eng.	4	F.F.	Wo.	6.75	T & Fw.	Ser.	25	27-0	7-5
Morris	8	1720	1120	114	56	P-32x4½	P-32x4½	4	4-3x4	L.	Smi.	G.	M	MD.	Eng.	3	¾Fl.	Wo.	7.33	I.Rw.	Mech.	27	12-6	5-9
Morris	14	2076	1250	122	56	P-32x4½	P-32x4½	4	4-3x4	L.	Smi.	G.	M	MD.	Eng.	3	¾Fl.	Wo.	8.33	I.Rw.	Mech.	27	13-7	5-9
Morris	16	2580	1400	128	56	P-30x5	P-30x5	4	4-3⅛x4⅞	L.	Smi	G	M	S.P	Eng.	3	¾Fl.	Wo.	7.25	I.Rw.	Mech.	28	14-11	6-0
Morris	20	3160	1800	156	56	P-32x6	P-32x6	4	4-3⅛x4⅞	L.	Smi.	G.	M	S.P	Eng.	3	¾Fl.	Wo.	7.25	I.Rw.	Mech.	28	16-1	6-0
Morris	32	7280	3920	192	73	P-36x6	P-36x6	4	6-3¾x5½	L.	Zen.	V.	M	Co.	Sep.	4	F.F.	Wo.	7.33	I.Fw.	Vac.	26	26-0	7-4
Pagefield*	24	3360	3000	159	50	S-20x5	S-20x5d	4	4-3⅛x4¾	L.	Zen.	G.	M	S.P	Eng.	3	F.F.	Wo.	Var.	T & Fw.	Mech.	26	23-6	6-0
S. D.	20	4030	2800	144	60	P-34x7	P-34x7d	4	4-3⅛x4¼	L.	Cla.	G.	M	Co.	Sep.	3	F.F.	Wo.	7.33	Rw.	Mech.	32	18-2	6-2
Sheffiex	20	4480	3000	170	66	P-32x6	P-32x6d	4	6-3⅛x4¾	I.	Sol.	G.	M	Co.	Eng.	4	F.F.	Wo.	7.75	Fw.	Mech.	26	20-0	7-0
Star	20	4340	2240	168	61	P-34x7	P-34x7	4	4-3¾x5	L.	Zen.	V.	M	S.P	Eng.	4	F.F.	Wo.	6.25	Fw.	Vac.	30	21-0	7-0
Thornycroft	20	4770	3100	168	61	P-34x7	P-34x7	4	6-3¾x5¼	L.	Zen.	V.	M	S.P	Eng.	4	F.F.	Wo.	5.4	Fw.	Vac.	31	24-0	7-0
Thornycroft	32	6750	3920	198	74	P-36x6	P-36x6d	4	6-4⅛x5¼	L.	Zen.	V.	M	S.P	Eng.	4	F.F.	Wo.	7.25	Fw.	Vac.	26	25-0	7-6
Thornycroft	20	5940	3360	156	62	P-34x7	P-34x7d	6	6-3¾x5¼	L.	Zen.	V.	M	S.P	Eng.	4	F.F.	Wo.	8.6	Fw.	Vac.	26	23-0	7-0
Thornycroft	32	6500	4480	192	74	P-38x7	P-38x7d	4	4-4¼x5½	L.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	5.7	Rw.	Mech.	27	26-0	7-5
Tilling Stevens	32	6500	4480	192	74	P-38x7	P-38x7d	4	4-4¼x5½	I.	Zen.	V.	M	Co.	Eng.	4	F.F.	Wo.	7.0	Rw.	Mech.	27	19-1	6-9
Vulcan	20	3470	2000	150	61	P-32x6	P-32x6	4	6-3x4¾	I.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	7.0	Fw.	Mech.	25	24-11	7-6
Vulcan*	32	6720	3360	193	71	P-36x6	P-36x6d	4	6-4x5½	L.	Zen.	V.	M	S.P	Sep.	4	F.F.	Wo.	7.0	Fw.	Vac.	27	23-5	7-0
W. & G.	26	5040	2800	188	68	P-36x6	P-36x6d	4	6-3⅞x5	L.	Sol.	V.	M	MD.	Eng.	4	F.F.	Wo.	6.0	Fw.	Vac.	27	24-9	7-0
W. & G.	32	5820	2910	204	68	P-36x6	P-36x6d	4	6-3⅛x5½	L.	Zen.	V.	M	MD.	Eng.	4	F.F.	Wo.	7.0	Fw.	Vac.	27	23-6	7-0
W. & G.*	36	5600	2800	200	68	P-36x6	P-36x6d	4	6-3⅞x5	L.	Sol.	V.	M	MD.	Eng.	4	F.F.	Wo.	7.0	Fw.	Vac.	27	23-6	7-0

ABBREVIATIONS

B—Battery
Cla—Claudel
Co—Cone
d—Dual
DR—Double Reduction
Eng—Unit with Engine
F.F—Full Floating
½Fl—Semi-Floating
¾Fl—¾ Floating
Fw—Four Wheels
G—Gravity
Hyd—Hydraulic
I—Valve in Head
IG—Internal Gear
L—"L" Head
M—Magneto
MD—Multiple Disk
Mech—Mechanical
Opt—Optional
P—Pneumatic
Rw—Rear Wheels Only
S—Solid
Sep—Separate Unit
Ser—Mechanical Servo
Sl—Sleeve Valve Type
Smi—Smith
Sol—Solex
SP—Single Plate
Sp—Spiral Bevel
Sw—Six Wheels (Braking)
T&Fw—Transmission and Four Wheels
T&Rw—Transmission and Rear Wheels
V—Vacuum
Vac—Vacuum
Wo—Worm
Zen—Zenith
†—Front brakes Extra Cost
*—Driver beside engine



Continental Bus Chassis

MAKE	Seating Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires Front	Tires Rear	No. of Wheels	No. of Cylinders Bore and Stroke	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Gearset Location	No. Foward Speeds	Final Drive	Brakes (Foot)	Brakes (Hand)	Steering Type	Wheels Type
FRENCH																			
Bernard	28	204	68	P34x7	P34x7d	4	6-3.85x5	L	Solex	Grav.	Mag	SP	Eng	4	Sp	IFR	IR	SN	D
Berliet	20	183	67	P32x6	P36x8	4	6-3.34x4.72	L	Zenith	Vac.	Bat.	MD	Sep	4	DR	IFR	IR	WW	D
Berliet	35	194	76	P1025x185	P1025x185d	4	4-4.33x5.51	L	Zenith	Vac.	Mag	MD	Sep	4	DR	IFR	IR	WW	D
Berliet	35	195	68	P40x8	P40x8	4	6-4.33x5.51	L	Zenith	Grav.	Mag	MD	Sep	4	Wo	IR	IR	WW	D
Berliet	35	204	72	P40x8	P40x8d	4	6-4.33x5.51	L	Zenith	Vac.	Mag	MD	Sep	4	DR	IFR	IR	WW	D
Berliet	40	213	76	P40x8	P40x8d	4	6-4.33x5.51	L	Zenith	Vac.	Mag	MD	Sep	4	DR	IFR	IR	WW	D
Berliet, 6 wh.	40	213	76	P34x7	P34x7	6	6-4.33x5.51	L	Zenith	Vac.	Mag	MD	Sep	4	WoIG	IFR	IFR	WW	D
Berliet	45	228	74	P34x7	P34x7d	4	6-4.33x5.51	L	Zenith	Vac.	Mag	MD	Sep	4	Sp	IFR	IR	WW	D
Cottin & Desgouttes	35	196	70	P36x7	P36x7d	4	6-4.1x5.51	L	Zenith	Vac.	Mag	MD	Eng	4	DR	ITFR	IR	SN	D
De Dion Bouton	30	168	64	P955x155	P955x155d	4	4-3.74x5.51	L	Solex	Vac.	Mag	SP	Eng	4	Sp	IFR	IR	WS	D
Laffly	25	216	66	P1025x155	P1025x155d	4	6-3.54x5.11	I	Zenith	Grav.	Mag	MD	Eng	4	Sp	IFR	IR	SN	D
Panhard & Levassor	25	161	74	P38x7	P38x7d	4	4-4.01x5.51	Sl	Own	Vac.	Mag	SP	Eng	4	Sp	IFR	IR	SN	D
Panhard & Levassor	30	196	74	P38x7	P38x7d	4	4-4.01x5.51	Sl	Own	Vac.	Mag	SP	Eng	4	Sp	IFR	IR	SN	D
Somua	35	196	65	P1025x185	P1025x185d	4	6-4.33x5.90	F	Solex	Vac.	Mag	SP	Sep	4	DR	EFR	ET	WS	D
Saurer	35	196	67	P36x8.25	P36x8.25	4	6-3.93x5.11	I	Own	Grav.	Mag	MD	Eng	4	Sp	IFR	IR	WS	CS
Saurer	45	228	72	P38x9.75	P38x9.75d	4	6-4.33x5.90	I	Own	Grav.	Mag	MD	Eng	4	Sp	IFR	IR	WS	CS
BELGIAN																			
Bovy	30	196	64	P34x7	P34x7	4	6-3.62x4.72	L	Solex	Vac.	Mag	MD	Eng	4	DR	IFR	IR	WS	D
Brossel	32	158	64	P32x6	P32x6d	4	4-3.54x5.90	L	Zenith	Vac.	Mag	MD	Eng	4	Wo	IFR	IR	WS	D
Miesse	35	171	67	P36x8	P36x8	4	8-3.14x5.11	I	Zenith	Vac.	Mag	MD	Eng	4	DR	IFR	IR	WS	D
Miesse, 6 wh.	45	171	67	P36x8	P36x8	6	8-3.14x5.11	I	Zenith	Vac.	Bat.	MD	Eng	4	Wo	IFR	IR	WS	D
Minerva	32	185	64	P955x155	P955x155d	4	4-3.54x5.51	Sl	Zenith	Vac.	Mag	MD	Eng	4	DR	IFR	ITF	C&L	D
Minerva	36	210	68	P38x7	P38x7d	4	4-4.33x5.51	Sl	Zenith	Vac.	Mag	MD	Eng	4	Sp	IFR	ITF	C&L	D
ITALIAN																			
Lancia	46	233	73	P985x205	P985x205	4	6-3.93x5.90	I	Zenith	Vac.	Mag	SP	Eng	4	Sp	IFR	IR	WS	D

ABBREVIATIONS:

Bat—Battery
C&L—Cam and Lever
CS—Cast Steel
d—Dual
D—Disk
DR—Double Reduction
EFR—External Front and Rear
ET—External Transmission
Eng—Unit with Engine
F—"F" Head
Grav—Gravity
I—Valve in Head
IFR—Internal Front and Rear
IR—Internal Rear
ITFR—Internal Front Rear and Transmission.
IFT—Internal Front and Trans.
L—"L" Head
Mag—Magneto
MD—Multiple Disk
P—Pneumatic
SN—Screw and Nut
SP—Single Plate
Sp—Spiral Bevel
Vac—Vacuum
Wo—Worm Drive
WoIG—Internal Gear Worm Drive
WS—Worm and Sector

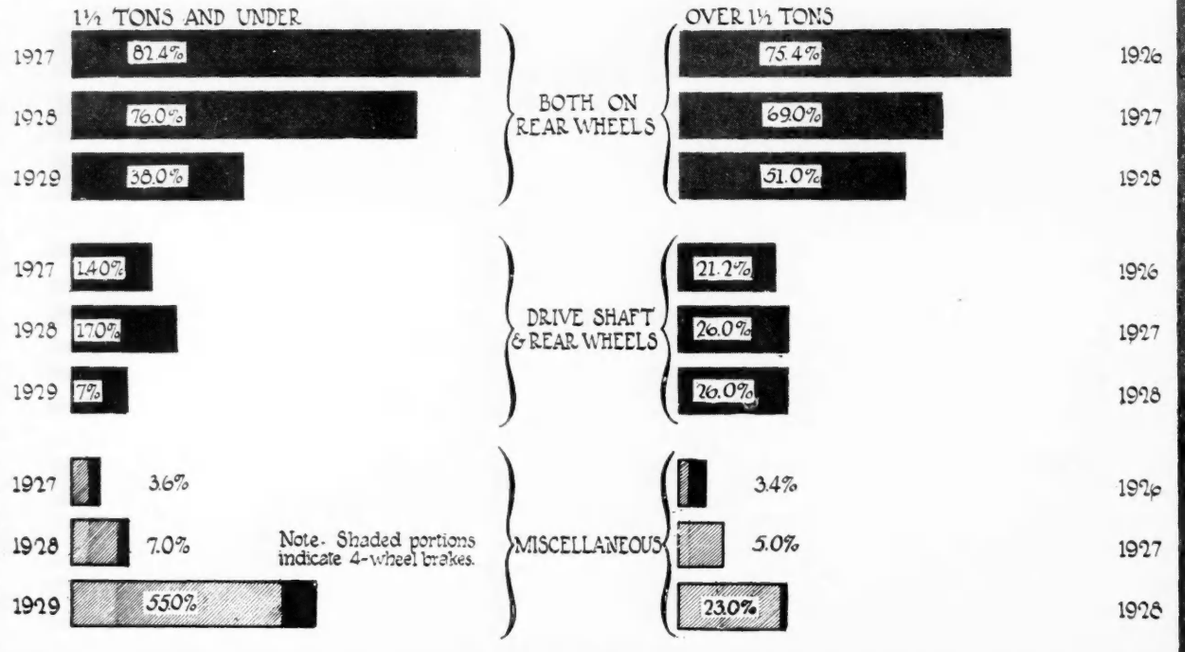
More Than 1,058,000 Motor Vehicles Registered in Canada Last Year

(Compiled by the Canadian Automobile Association, in which are federated the motor leagues of the provinces of the Dominion)

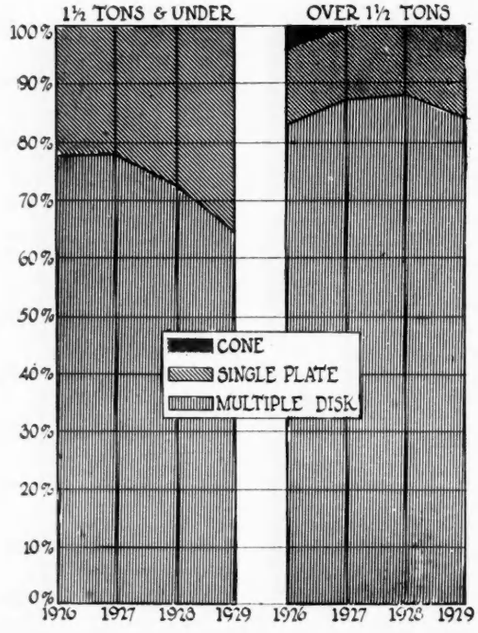
Province	Passenger Cars		Commercial Vehicles		Total for Province	
	1927	1928	1927	1928	1927	1928
Alberta	67,892	78,314	5,110	8,561	73,002	86,875
British Columbia	63,594	70,492	12,593	14,277	76,187	84,769
Manitoba	56,914	63,000	5,213	7,000	62,127	70,000
New Brunswick	22,227	25,000	2,075	2,678	24,302	27,678
Nova Scotia	26,184	30,347	3,640	4,569	29,824	34,916
Ontario	389,523	425,000	50,008	57,000	439,531	482,000
Prince Edward Island	4,130	4,958	235	446	4,365	5,404
Quebec	107,680	126,750	18,208	21,708	125,888	148,458
Saskatchewan	93,854	102,500	9,460	15,500	103,314	118,000
Total for Canada, exclusive of Yukon and North-West Territories	831,998	926,361	106,542	131,739	938,540	1,058,100

Current Trends in

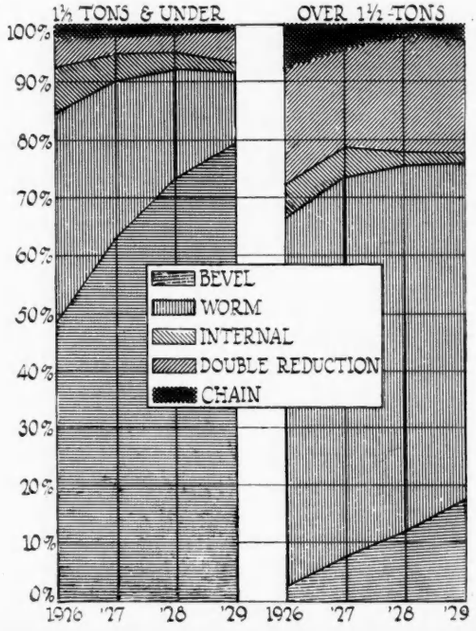
Service Brake Equipment



Clutch Type

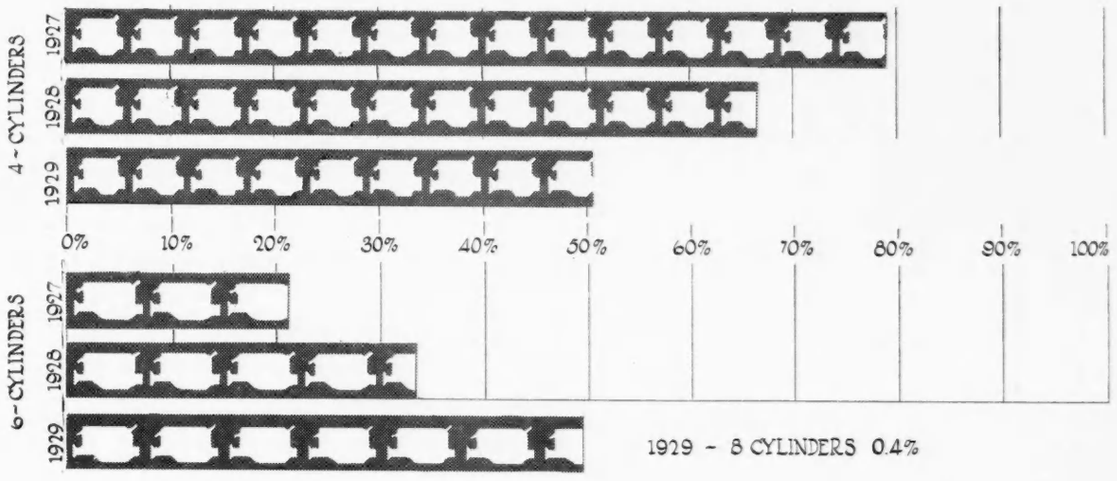


Final Drive

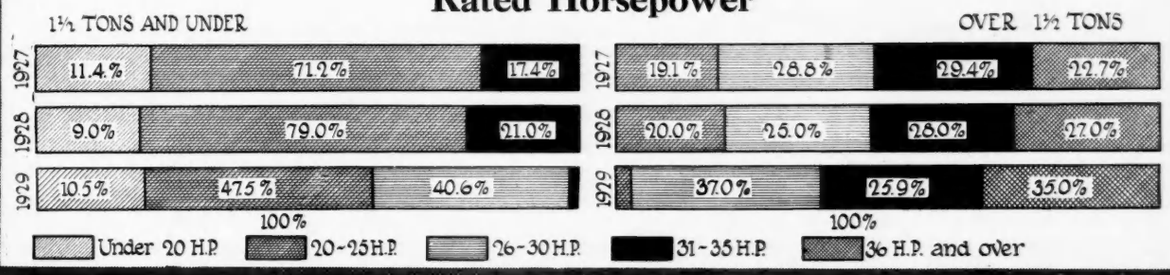


Motor Truck Design

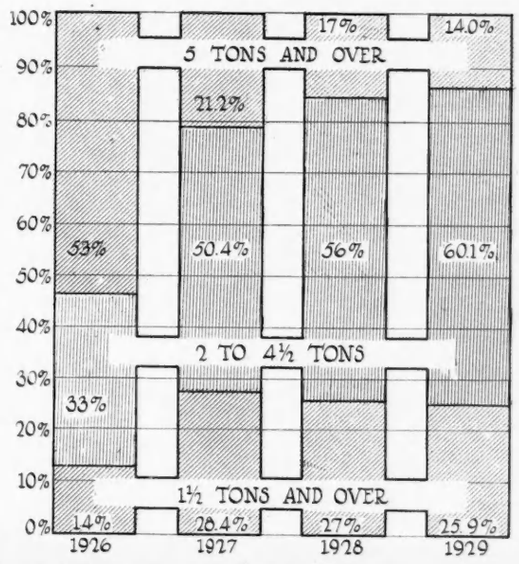
Number of Cylinders



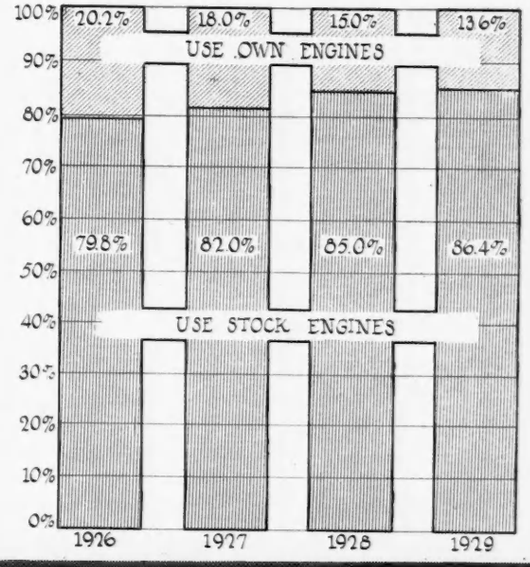
Rated Horsepower



Models by Tonnage



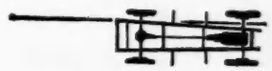
Number Using Stock Engines



American Gasoline

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Acme	14	1	120		P30x5	P30x5	Con H8	4-3⅜x4½	18.2	Til	V	A-L	A-L	P.B&B	W-G	Blo	Cla	S	½	B*	Sal	Ross	2520
Acme	16	1	120		P30x5	P30x5	Con 29L	6-2⅞x4¾	19.8	Til	V	A-L	A-L	P.B&B	W-G	Blo	Cla	S	½	B*	Sal	Ross	2685
Acme	24	1½	136	156	P30x5	P30x5	Con S4	4-4¼x4½	28.9	Str	V	A-L	A-L	D.B-L	B-L 31	Blo	Col. 54010	S	F	A*	Col	Ross	3450
Acme	44, 340	2		156°	P32x6	P32x6	Con S4	4-4¼x4½	28.9	Str	V	A-L	A-L	D.B-L	B-L 31°	Blo	Tim 5620°	B°	F	E	Col°	Ross	4100°
Acme	46, 346	2		156°	P32x6	P32x6	Con 16C	6-3⅜x4⅝	27.3	Str	V	A-L	A-L	D.B-L	B-L 31°	Blo	Tim 5620°	B°	F	E	Col°	Ross	4100°
Acme	54	2½		156°	S34x5	S34x8	Con S4	4-4¼x4½	28.9	Str	V	Eis	A-L	D.B-L	B-L 35	Blo	Tim 65600	W	F	A*	Tim	Ross	5100
Acme	56	2½		165½°	S34x5	S34x8	Con 6B	6-3¾x5	33.7	Str	V	Eis	A-L	D.B-L	B-L 51	Blo	Tim 65600	W	F	A*	Tim	Ross	5100
Acme	74	3½		173°	S36x5	S36x10	Con L4	4-4½x5½	32.4	Str	V	Eis	A-L	D.B-L	B-L 60	Blo	Tim 65704	W	F	A*	Tim	Ross	6250
Acme	76	3½		200°	S36x5	S36x10	Con 8T	6-4⅛x5¼	40.8	Str	V	Eis	A-L	D.B-L	B-L 60	Blo	Tim 65704	W	F	A*	Tim	Ross	6450
Acme	90L, 150	4½, 5½		180°	S36x7°	S40x16°	Con B7	4-5x6	40.0	Str	V	Eis	A-L	D.B-L	B-L 60	Blo	Tim 68700DP°	W	F	B	Tim	Ross	9650°
Acme	151, 15H	5½		220°	P°36x8°	P°36°x8°	Con 15H	6-4½x5¾	48.8	Str	V	Eis	A-L	D.B-L	B-L 60	Blo	Wis°1261K°	R°	F	B	Shu°	Ross	8000°
Acorn	30	1½	2300	144	S34x4	S34x6	Con S4	4-4¼x4½	28.9	Zen	G	Bos-R		D.Ful	Ful SU12	Spi	Cla 720	S	½	A	Shu	Ross	4400
Acorn	20P, 30-P	1, 1½	2300°	144°	P°30°x5°	DP30x5°	Con 15C	6-3⅜x4⅝	27.3	Zen	G	A-L	A-L	D.Ful	Ful SU 12°	Spi	Cla B365°	S°	½	A	Shu	Ross°	
Acorn	40P	2	2600	144	P34x5	DP34x5	Con 15C	6-3⅜x4⅝	27.3	Zen	G	A-L	A-L	D.Ful	Ful SU 12	Spi	Cla B720	S	½	A	Shu	Ross	4800°
Acorn	40, 45	2, 2½	2900°	156°	S36x4	S36x8°	Con S4	4-4¼x4½	28.9	Zen	G	Bos-R		D.Ful	Ful GU14°	Spi	Tim 65600°	W°	F°	A	Shu	Ross	4800
Acorn	45P, 50P	2½, 3	3600°	156	P34x7	DP34x7	Buda DW6	6-3¾x5	33.7	Zen	G	A-L	A-L	D.Ful°	Ful GU14°	Spi	Cla B720°	S°	½°	A	Shu°	Ross	5500°
Acorn	50	3	3250	156	S36x5	S36x10	Buda ETU	4-4¼x5½	28.9	Zen	G	Bos-R		D.B-L	B-L 51	Spi	Tim 65700	W	F	A	Tim	Ross	5500°
Acorn	70, 100	4, 5	4250°	162°	S36x6	S40x12°	Buda YBU-I	4-4½x6	32.4	Zen	G	Bos-R		D.Ful	B-L 60	Pet	Tim 66600°	W	F	A	Tim	Ross	8500
American LaFrance Chief		2°	2850	156	P32x6	DP32x6	Buda DW6	6-3⅜x5	33.7	Zen	V	D-R	D-R	P.B&B	Ful G7	Spi	Tim 63-700BX	W	F	E*	Tim	Ross	5100
American LaFrance W		3°	3950	Opt	S36x5	S36x10	Own 2R	4-4¼x6	28.9	Zen	V	Bos-A		D.Own	Own 2R	Own	Own 2R	R	F	E*	Own		6600
American LaFrance S, V		4½, 5	5200°	Opt	S36x6	DS40x6	Own 5R	4-4¾x6	36.1	Zen	V	Bos-A	L-N	own5R°	Own 5R	Own	Own 5R	W	F	B*	Own	Ross	8900
Amer. LaFrance Big Chief		5	6500	226°	P40x8	DP40x8	Buda GL6	6-4½x6	38.6	Str	V	D-R	D-R	P.B-L	Own	Own	Own 16R	R	F	A	Own	Own	11000
American LaFrance Z6½		5½	5750	Opt	S36x7	DS40x7	Own 5R	4-4¾x6	36.1	Zen	V	Bos-A		D.Own	Own 5R	Own	Own 5R	W	F	B*	Own		9600
American LaFrance TT		5	3950	131	S36x5	S36x10	Own 2R	4-4¼x6	28.9	Zen	V	Bos-A		D.Own	Own 2R	Own	Own 2R	R	F	B*	Own		6400°
American LaFrance TT		7	4950	133	S36x6	DS36x6	Own 3R	4-4¼x6	28.9	Zen	V	Bos-A		D.Own	Own 3R	Own	Own 5R	W	F	B*	Own		8400°
American LaFrance TT		10, 15	5500°	133	S36x6°	DS40x6°	Own 5R	4-4¾x6	36.1	Zen	V	Bos-A		D.Own	Own 5R	Own	Own 5R	W	F	B*	Own		9400°
Armleder	30, 40	1½, 2		148°	S34x4°	S34°x6°	Her OX	4-4x5	25.6	Zen°	V	A-L	A-L	D.B-L	B-L 35	Spi	Tim	W	½°	A*	Tim	Ross	4400
Armleder	30B	1½		150°	S34x4	S34x6	Buda KBU-I	4-4x5¼	25.6	Zen	V	A-L	A-L	D.B-L	B-L 35	Spi	Tim	W	½	A*	Tim	Ross	4400
Armleder	30-6	1½		153°	S34x4	S34x6	Buda HS6	6-3⅜x4½	27.3	Zen	V	A-L	A-L	D.B-L	B-L 35	Spi	Tim	W	½	A*	Tim	Ross	4500
Armleder	46	2		154°	S36x4	S36x8	Buda HS	6-3⅜x4½	27.3	Zen	V	A-L	A-L	D.B-L	B-L 35	Spi	Tim	W	F	A*	Tim	Ross	4800
Armleder	50, 60	2½, 3		152°	S36x4°	S36x8°	Buda EBU-I	4-4¼x5½	28.9	Zen	V	A-L	A-L	D.B-L	B-L°	Spi	Tim	W	F	A*	Tim	Ross	5300°
Armleder	55	2½		152°	S36x4	S36x8	Con K4	4-4½x5¼	27.2	Zen	V	A-L	A-L	D.B-L	B-L	Spi	Tim	W	F	A*	Tim	Ross	5300
Armleder	50-6	2½		158°	S36x4	S36x8	Buda BUS	6-4x5⅛	38.4	Zen	V	A-L	A-L	D.B-L	B-L	Spi	Tim	W	F	A*	Tim	Ross	5600
Armleder	60-6, 70-6	3, 4		158°	S36x5°	S36x10°	Buda BUS	6-4x5⅛	38.4	Zen	V	A-L	A-L	D.B-L	B-L 51°	Spi	Tim	W	F	A*	Tim	Ross	6100°
Armleder	70TT, 70	4°		156°	S36x6	S36x12	Buda YBU-I	4-4½x6	32.4	Zen	V	A-L	A-L	D.B-L	B-L 55	Spi	Tim	W	F	B*	Tim	Ross	7500°
Armleder	30TT			115	S34x4	S34x6	Her OX	4-4x5	25 6	Zen	V	A-L	A-L	D.B-L	B-L 35	Spi	Tim	W	½	A	Tim	Ross	2100
Armleder	50TT			116	S36x4	S36x8	Buda EBU-I	4-4¼x5½	28.9	Zen	V	A-L	A-L	D.B-L	B-L 51	Spi	Tim	W	F	A	Tim	Ross	5100
Atterbury	26G6, 26B	1¼, 1½		132°	P30x5	P30x5	Lyc 8°	6-3¼x4½	25.3	Zen	G	A-L	A-L	D.B-L	B-L	Blo°	Cla°	B	½°	A*	Shu	Gem	3350°
Atterbury	26G4	1½		145°	P30x5	DP30x5	Lyc C4	4-4x5	25.6	Zen	G	A-L	A-L	D.B-L	B-L	Spi	Tim	B	F	A*	Shu	Gem	3900
Atterbury	27R6	2½		160°	P32x6	DP32x6	Lyc TF	6-3⅜x5	31.5	Zen	V	D-R	A-L	D.B-L	B-L	Spi	Tim	W	F	A*	Tim	Gem	5470
Atterbury	27C6	3		168°	P34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	Zen	V	D-R	A-L	D.B-L	B-L	Spi	Tim	W	F	A*	Tim	Gem	5850
Atterbury	22C	3		156°	S36x4	S36x8	Con K4	4-4½x5¼	27.2	Zen	V	Bos-A	A-L	D.B-L	B-L	Spi	Tim	W	F	A*	Tim	Gem	5925
Atterbury	22D	4		174°	S36x5	DS36x6	Con L4	4-4½x5½	32.4	Zen	V	Bos-A	A-L	D.B-L	B-L55 Max	Spi	Tim	W	F	A*	Tim	Gem	8000
Atterbury	24E	5		174°	S36x6	DS40x7	Con B7	4-5x6	40.0	Zen	V	A-L	Bos-A	D.B-L	B-L60 Max	Spi	Tim	W	F	A*	Tim	Gem	10225
Autocar	A	1½, 2		142°	P32°x6°	P32°x6°	Own A	4-4x5½	25.6	Str	V	L-N	L-N	D.Lon	B-L 31	Spi	Tim 5326 DX°	S	F	E*	Tim	Han°	3900°
Autocar	H	2½,3,3½		114°	S35°x5	S36x8°	Own Y	4-4¼x5½	28.9	Str	G	Bos-A	L-N	P.Own	Own Y°	Spi	Own H°	R	F	A*	Own	Ross	5500°
Autocar	M	5		120°	S34x6	S36x12	Own M	4-4½x5½	32.4	Str	G	Bos-A		P.Own	Own D	Spi	Own M	R	F	A*	Own	Ross	7200
Autocar	MT, HST, HT	TT		106°	S34x5°	S36x8°	Own Y	4-4¼x5½	28.9	Str	G	Bos-A		P.Own	Own Y°	Spi	Own H°	R	F	A*	Own	Ross	5850°
Biederman		1		138	P30x5	P30x5	Con 8R	6-3⅜x4½	27.3	Zen	G	Del	A-L	D.B-L	B-L 31	Spi	Cla	B	½	A†	Shu	Ross	3200
Biederman		1¼		154	P32x6	P32x6	Con 8R	6-3⅜x4½	27.3	Zen	G	D-R	A-L	D.B-L	B-L 31	Spi	Cla	B	½	A*	Shu	Ross	3600
Biederman		1½		166°	S34x5	S 34x8	Con 8R	6-3⅜x4½	27.3	Zen	G	D-R	D-R	D.B-L	B-L 31	Spi	Tim	W	½	A*	Shu	Ross	4600
Biederman		2½,3½		160°	S36x5°	S36x10°	Con 6B	6-3¾x5	33.7	Zen	G	D-R	D-R	D.B-L	B-L 51	Spi	Tim	W	F	A*	Shu	Ross	
Biederman		5		180°	S36x7	S36x14	Con 7T	6-4¼x6	43.3	Zen	G	D-R	D-R	D.B-L	B-L 60	Spi	Tim	W	F	A*	Shu	Ross	9200
Brockway	Jr.	1¼		130	P30x5	P30x5	Wis C	4-3⅜x5	22.5	Zen	V	A-L	A-L	P.B&B	B-L 20	Spi	Col 36001	B	½	G*	Col	Ross	3100
Brockway	JF, CJBF	1½, 1½		137°	P30°x5°	P30°x5°	Wis F	6-3¼x4¼	25.3	Zen	V	A-L	A-L	P.B&B	B-L 20	Spi	Col 36001°	B	½°	G*	Col	Ross	3450°
Brockway	CJB	1½		142	P32x6	P32x6	Wis C	4-3¾x5	22.5	Zen	V	A-L	A-L	P.B&B	B-L 20	Spi	Col 54030	B	F	G*	Col	Ross	3200
Brockway	E, S	1½, 2		147½°	P32°x6°	P32°x6°	Wis SU	4-4x5	25.6	Zen	V	L-N	L-N	D.B-L	B-L 30°	Spi	Col°55001°	B°	F	G*	Col°	Ross	3870°
Brockway	EM	1½		155¾°	P32x6	P32x6	Wis N	6-3½x4¼	29.7	Zen	V	A-L	A-L	D.B-L	B-L 35	Spi	Col 55001	B	F	G*	Col	Ross	4420
Brockway	EYW, SY	2		156°	P32x6	DP32x6°	Wis Y	6-3⅜x5	27.3	Zen	V	L-N	L-N	D.B-L	B-L 35	Spi	Wis 4610	R	F	G*	Col	Ross	5090°
Brockway	K	3		154½°	S36x5	S36x10	Con K4	4-4½x5¼	27.2	Zen	V	Eis		D.B-L	B-L 35	Spi	Tim 65704S	W	F	B*	Tim	Ross	5855
Brockway	KW	3		170°	P34x7	DP34x7	Wis H	6-4x5	38.4	Zen	V	L-N	L-N	D.B-L	B-L 51	Spi	Wis 68310	R	F	B‡	Shu	Ross	6920
Brockway	KR, R	3, 4		160⅝°	S36x5	S36x10°	Con L4	4-4½x5½	32.4	Zen	V	Eis		D.B-L	B-L 55	Spi	Tim 65704°S	W	F	B*	1 m	Ross	6290°
Brockway	RT, T	4, 5		175⅝°	S36x5°	S36x12°	Con B7	4-5x6	40.0	Zen	V	Eis		D.B-L	B-L 60	Spi	Tim 66700°S	W	F	A*	Tim	Ross	8100°
Brockway	T-18	5		178°	S36x6	S40x14	Con B7	4-5x6	40.0	Zen	V	Eis		D.B-L	B-L 60Max	Spi	Tim 68700S	W	F	B*	Tim	Ross	10500
Brockway	BT	5½		156¼°	S36x6	DS40x8	Buda BBU	4-5x6½	40.0	Zen	V	Eis		D.B-L	B-L 70	Spi	Tim 68700S	W	F	B†	Tim	Ross	11600
Chevrolet Nat. Com		½	395	107	B30x4.50	B30x4.50	Own	4-3⅛x4	21.7	Car	V	D-R	D-R	P.Own	Own Nat	Own	Own Nat	S	½	E*	Own	Own	1695
Chevrolet Cap		1	495	124	P30x5	P30x5	Own Cap	4-3⅛x4	21.7	Car	V	D-R	D-R	P.Own	Own Cap	Own	Own Cap	S	½	E*	Own	Own	2170
Chevrolet	Utility	1½		131	P30x5	P30x5	Own	6-3⅛x3¾	26.3	Car		D-R	D-R	Own	Own			B	½	E	Own		2350
Chicago	15A, 20A	1½, 2		135°	P32°x6°	P32°x6°	Wau V	4-4x5	25.6	Zen	G	Apo	A-L*	D.B-L	B-L 35	Pet	Tim 5622°H	B°	F	G†	Tim	Ross	4800°
Chicago	16A, 21A	1½, 2		135°	P32x6	DP32x6	Wau XK	6-3⅜x4½	33.7	Zen	G	Apo	A-L°	D.B-L	B-L 35	Pet	Tim 5622°H	B°	F	G†	Tim	Ross	5045°
Chicago	30B, 25A	2½		135°	S36x4°	S36x8°	Wau V	4-4x5	25.6	Zen	G	Apo		D.B-L	B-L 35	Pet	Tim 65000H	W	F	G†	Tim	Ross	5555°
Chicago	31B, 35C	3, 3½		159°	S36x5	S36x10	Wau CU	4-4⅜x5¾	30.6	Zen	G	Apo		D.B-L	B-L55 Max	Pet	Ti°65706°DH	W	F	B†	Tim	Ross	6970°
Chicago	32B	3		164½°	P36x8	DP36x8	Wau KU	6-4¼x4¾	43.3	Zen	G	Apo	A-L	D.B-L	B-L55 Max	Pet	Ti' 65706DH	W	F	B†	Tim	Ross	7249
Chicago	40C, 70C	4, 5½		Opt	S36x6	S36°x12°	Wau EU	4-5x6¼	40.0	Zen	G	Apo		D.B-L	B-L70 Max	Pet	Ti'66702°DH°	W	F	B‡	Tim	Ross	10175
Clinton	20B, 32	1¼, 1½		153	P30°x5°	P30°x5°	Buda WTU	4-3⅜x5½	22.5	Zen	V	Spl	D-R	D.B-L	B-L 31	Blo	Cla B°501	B	½	A*	Shu	Ross	3750°
Clinton	45	2		163	S34x4	DS34x4	Buda KTU	4-4x5¼	25.6	Zen	V	Spl	D-R	D.B-L	B-L 35	Blo	Tim 64600	W	½	A*	Tim	Ross	4875
Clinton	55-6	3		190	P32x6	DP32x6	Buda DW6	6-3¾x5	33.7	Zen	V	Spl	D-R	D.B-L	B-L 35	Blo	Cla E720	B	½	A*	Shu	Ross	5200
Clinton	65	3		184	S34x5	DS34x5	Buda ETU	4-4¼x5½	28.9	Zen	V	Spl	D-R	D.B-L	B-L 55	Blo	Tim 65600B	W	F	A	Tim	Ross	5925
Clinton	85-6	3½		190	P34x7	DP34x7	Buda BUS	6-4x5⅛	38.4	Str	V	Spl	D-R	D.B-L	B-L 55	Blo	Tim 65600SP	W	F	B*	Tim	Ross	5975
Clinton	90, 90M	4		190	S36x5	DS36x6	Buda YTU	4-4½x6	32.4	Zen	V	Spl	D-R	D.B-L	B-L55Max°	Blo	Tim 66600	W	F	A*	Tim	Ross	8050°
Clinton	120L, 120LM	4, 5		204	S36x6	DS36x7	Buda BTU	4-5x6½	40.0	Zen	V	Spl	Bos-A	D.B-L	B-L60Max°	Blo	Ti' 68702DHP	W	F	A†	Tim	Ross	9650°
Clinton	120SM	5½		172	S36x6	S40x14	Buda BTU	4-5x6½	40.0	Zen	V	Spl	D-R	D.B-L	B-L 60	Blo	Ti' 68702DHP	W	F	A*	Tim	Ross	9500
Clydesdale	16, 10A	1, 1¼°		154°	P34x5	P34x5	Con S4	4-4¼x4½	28.9	Zen	V	Bos-A	Bos-A	D.B-L	B-L 31	Spi	Tim 6258°	W	½°	A*	Tim	Ross	3250°
Clydesdale	12, 14	1½		174°	P32x6	P32x6	Con 8R	6-3⅜x4½	27.3	Str	V	Bos-A	Bos-A	D.B-L	B-L 31	Spi	Tim 6258	W	½	A*	Tim	Ross	3700°
Clydesdale	9	2		160°	S34x4	S34x6	Con S4	4-4¼x4½	28.9	Zen	V	Bos-A	Bos-A	D.B-L	B-L 35	Spi	Tim 64600	W	½	A*	Tim	Ross	4600
Clydesdale	8, 6X	3°		163°	S36x4	S36x8	Con K4	4-4½x5¼	27.2	Zen	V	Bos-A	Bos-A*	D.B-L	B-L 51°	Spi	Tim 6566	W	F	A*	Tim	Ross	5700°
Clydesdale	4	3½		177°	S36x6	DS40x6	Con B5	4-4¾x6	36.0	Zen	V	Bos-A	Bos-A*	D.B-L	B-L60 Max	Spi	Tim 6666	W	F	A*	Tim	Ross	7500
Clydesdale	6, 4X	3, 3½		177°	S36x5	DS40°x5	Con L4	4-4½x5½	32.4	Zen	V	Bos-A	Bos-A*	D.B-L	B-L60Max°	Spi	Tim 6666°	W	F	A*	Tim	Ross	7300°
Clydesdale	2	5		176°	S36x7	DS40x7	Con B7	4-5x6	40.0	Zen	V	Bos-A	Bos-A*	D.B-L	B-L60 Max	Spi	Tim 6760	W	F	A*	Tim	Ross	9750
Coleman	C125	2		109°	P32x6	P32x6	Buda HS6	6-3⅜x4½	27.3	Str	V	D-R	D-R	D.Ful	Ful GU12	Spi	Own	W	F	A*	Own	Ross	5360
Coleman	D-40	3		130°	P38x7	P38x7	Buda DW 6	6-3¾x5	33.7	Str	V	D-R	D-R	D.Ful	Ful RU16	Spi	Wis	R	F	E*	Wis	Ross	6800
Coleman	4	5		144°	P42x9	P42x9	Buda YBU-I	4-4½x6	32.4	Str	V	D-R	D-R	D.Ful	Ful RU16	Spi	Wis 120J-FF	R	F	E*	Wis	Ross	8750
Coleman	6-O, 6-OX	5		144°	P42x9	P42x9	Buda BUS	6-4x5⅛	38.4	Str	V	D-R	D-R	D.Ful	Ful RU16	Spi	Wis 120J-FF	R	F	E*	Wis	Ross	9660°
Commerce	8A	1		130	P30x5	P30x5	Con 11U	6-3¼x4⅝	25.3	Zen	V	D-R	D-R	P.Long	Cov JUH	Blo	Cla B365	B	½	A	Shu	Ross	2900
Commerce	20Z, 25Z	1, 1¼		136	P32°x6°	P32°x6°	Buda HS6	6-3⅜x4½	27.3	Zen	V	A-L	A-L	P.B&B	Mun T23N	Spi	Col	S	F	E	Col	Han	3550°
Commerce Sup. 11, SD 11		1½		118°	P32°x6°	P34°x7°	Con S4	4-4¼x4½	28.9	Zen	V	Bos-A	None°	D.Ful	Ful SU 12	Blo	Cla B 600°	S	½	A	Shu	Ross	3440°
Commerce	S 11Z	1½		168	P30x5	DP30x5	Buda HS 6	6-3⅜x4½	27.3	Zen	V	A-L	A-L	P.B&B	Mun T 8	Blo	Tim	S	F	E	Tim	Han	4300
Commerce	30Z, 40Z	1½, 2		168	P36°x6°	DP36°x6°	Buda DS 6	6-3⅝x5	31.5	Zen	V	A-L	A-L	D.B-L	B-L 35	Blo	Tim 63702	W	F	E	Tim	Han	4900°
Commerce	50Z, 60Z	2½,3		175	S36x5	S36x12°	Buda BUS	6-4x5½	38.4	Zen	V	A-L	A-L	D.B-L	B-L 51	Blo	Tim 65706DH	W	F	E	Tim	Ross	7100°
Commerce	70Z, 80Z	3¼, 4		175	S36x6	S35x14°	Buda BA 6	6-4½x5⅛	40.8	Zen	V	A-L	A-L	Own	B-L 60	Blo	Tim 66700D	W	F	A	Tim	Ross	8400°
Corbitt	620	1¼		137°	P32x6	P32x6	Con 18 E	6-3⅜x4	27.3	Zen	V	D-R	D-R	D.B-L	B-L 20	Spi	Tim 5268	S	½	G†	Tim	Ross	3280
Corbitt	630, 646	1½, 2		150°	P32x6	P34°x7°	Con 15 C	6-3⅜x4⅝	27.3	Zen	V	D-R	D-R	D.B-L	B-L 35°	Spi	Tim 63703°H	W	F	G†	Tim	Ross	4800°
Corbitt	54	2½		152°	S36x4‡	S36x8‡	Con K 4	4-4½x5¼	27.2	Zen	V	Eis	D-R‡	D.B-L	B-L 51	Spi	Tim 65000D	W	F	A‡	Tim	Ross	5325
Corbitt	56	2½		152°	P32x6	P36x8	Con 6B	6-3¾x5	33.7	Zen	V	Eis	D-R‡	D.B-L	B-L 51	Spi	Tim 65000D	W	F	A‡	Tim	Ross	5400

Truck Chassis



TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Corbitt	.64	3		165°	S36x4‡	S36x10	Con L 4	4-4½x5½	32.4	Zen.	V.	Eis.	D-R‡.	D.B-L.	B-L 55.	Spi.	Tim 55700D	W	F.	A‡.	Tim.	Ross.	6160
Corbitt	.66	3		165°	P34x7	DP34x7	Con 18 R	6-4x4¼	38.4	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 55.	Spi.	Tim 65700D	W	F.	A‡.	Tim.	Ross.	6800
Corbitt	.66	4		178°	P36x8	DP36x8	Con 20 R	6-4½x4¾	40.8	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 55.	Spi.	Tim 66601D	W	F.	A‡.	Tim.	Ross.	8140
Corbitt	.84	4		178°	S36x5	S36x10	Con L 4	4-4½x5½	32.4	Zen.	V.	Eis.	D-R‡.	D.B-L.	B-L 55.	Spi.	Tim 66601D	W	F.	A‡.	Tim.	Ross.	7370
Corbitt	.70	5		178°	S36x6	DS40x6	Con B 7	4-5x6	40.0	Zen.	V.	Eis.	L-N‡.	D.B-L.	B-L 60 Max	Spi.	Tim 68700SP.	W	F.	A‡.	Tim.	Ross.	9410
Day-Elder	M, G6	1, 1½	1345°	131	P30x5	P30°x5°	Con 16 C	6-3⅜x4⅝	27.3	Zen.	V.	D-R.	D-R.	D.Ful.	Ful DU 10	Spi.	Col°35006°	B.	½°	A.	Col°	Ross.	3100°
Day-Elder	H, HB	2		144°	P°32°x6°	P°34x7	Buda WTU	4-3⅜x5⅛	22.5	Zen.	V.	D-R.	D-R*.	D.Ful.	Ful SU 10	Spi.	Tim 5620°	B°.	F.	A.	Tim.	Ross.	4300°
Day-Elder	H, B6	2		144°	P32x6	P34x7	Con 16 C	6-3⅜x4⅝	27.3	Zen.	V.	D-R.	D-R.	D.Ful.	Ful SU 10	Spi.	Tim 5620.	B.	F.	A.	Tim.	Ross.	4400
Day-Elder	I	2½		144°	S36x4‡	S36x8‡	Buda KBU	4-4x5¼	25.6	Zen.	V.	D-R.	D-R*.	D.Ful.	Ful GU 12.	Spi.	Tim 65000D	W	F.	A.	Tim.	Ross.	5700
Day-Elder	J	3		156°	S36x5‡	S36x10	Buda EBU	4-4¼x5½	28.9	Zen.	V.	D-R.	D-R*.	D.Ful.	Ful GU 12.	Spi.	Tim 65000D	W	F.	A.	Tim.	Ross.	6500
Day-Elder	J6	3		156°	P36x6	DP36x6	Buda DW 6	6-3¾x5	33.7	Zen.	V.	D-R.	D-R.	D.Ful.	Ful GU 12	Spi.	Tim 65000D	W	F.	A.	Tim.	Ross.	6500
Day-Elder	K	4		162°	S36x5	S36x12	Buda YBU	4-4½x6	32.4	Zen.	V.	Eis.	D-R‡.	D.Ful.	Ful R.	Spi.	Tim 66702D	W	F.	A.	Tim.	Gem.	8500
Day-Elder	L	5		170°	S36x6	DS40x7	Buda BBU	4-5x6½	40.0	Zen.	V.	Eis.	D-R‡.	D.Ful.	Ful H.	Spi.	Tim 67700D	W	F.	A.	Tim.	Gem.	10000
Denby	41, 41A	1, 1½		128	P34x5	P36°x6°	Her O	4-4x5	25.6	Zen.	G.		D-R°.	D.Ful.	Dur°.	U-P.	Col	S.	¾		Con.	Ross.	3365°
Denby	43	2½		155	S36x4	S36x8	Her O	4-4x5	25.6	Zen.	G.	Eis		D.Ful.	Ful	U-P.	Cla	I.	D.		Con.	Ross.	4925
Denby	27	4		170	S36x5	S36x12	Con L4	4-4½x5½	32.4	Zen.	G.	Eis		D.Ful.	Ful	U-P.	Cla	I.	D.		Con.	Ross.	7020
Denby	210	5		170	S36x6	DS40x6	Con B5	4-4¾x6	36.1	Zen.	G.	Eis		D.Ful	Ful HU	U-P.	Cla		D.		Tim.	Ross.	8590
Diamond T	151	1		132	P30x5	P30x5	Con 18 E	6-3⅜x4	27.3	Zen.	G.	A-L.	A-L.	D.Cov.	Cov.	Spi.	Col	S.	½	G†.	Col	Ross.	3200
Diamond T	76, 3	1, 1½		144°	S°34°x4°	S°34°x7°	Her OX	4-4x5	25.6	Str°	G.	Apo.	A-L‡.	D.Cov..	Cov JUC.	Spi.	Tim°64600°D°	W°	½	A*.	Shu°	Ross.	5250°
Diamond T	290	1½	1475	156¼°	P30x5	DP30x5	Her WXA	6-3⅜x4½	27.3	Zen.	G.	A-L.	A-L.	D.Cov..	Cov.	Spi.	Col	S.	½	F°.	A*.	Shu.	5250
Diamond T	T5, T4	2		144½°	P°30°x5°	P°32x6	Her OX	4-4x5	25.6	Str.	G.	Apo.	A-L‡.	D.Cov..	Cov JUC.	Spi.	Tim 5620°D	S.	F°.	A*.	Shu°.	Ross.	4500°
Diamond T	302	2		157¾°	P32x6	DP32x6	Her WXB	6-3¾x4½	33.7	Zen.	G.	A-L.	A-L.	D.Cov..	Cov.	Spi.	Cla	S.	½.	E‡.	Cla.	Ross.	5040
Diamond T	U5	2½		161	S36x4	S36x8	Her K	4-4¼x5¾	28.9	Str.	G.	Apo.	A-L.	D.Cov..	Cov.	Spi.	Tim	W.	F.	A*.	Tim.	Ross.	6100
Diamond T	U56	2½		162°	S36x4	S36x8	Her YXB	6-4x4¾	38.4	Zen.	G.		A-L.	D.Cov..	Cov.	Spi.	Tim.	W.	F.	A*.	Tim.	Ross.	7400
Diamond T	550, 502	2½		173°	S°34°x5°	S°34°x8°	Her WZC	6-4x4½	38.4	Zen.	G.	A-L.	A-L.	D.Cov..	Cov.	Spi.	Tim°	W°	F°	E‡.	Shu°.	Ross.	5800°
Diamond T	U5S, K3	3, 3½		170°	S36x5	DS36x5	Her L	4-4½x5¾	32.4	Str.	G.	Apo.	A-L.	D.Cov..	Cov SB°.	Spi.	Tim 66600D°	W.	F°.	A*.	Tim.	Ross.	7900°
Diamond T	K36, 800	3½, 4°		185°	P°36x8°	P°36x8°	Her YXC	6-4⅜x4¾	45.9	Zen.	G.	A-L.	A-L.	D.Cov..	D-L°.	Spi.	Own°	W.		G†.	Tim.	Ross.	.....
Diamond T	S3, S	5, 7, 7½		171½°	S36x7°	S°40x14°	Buda BBU	4-5x6½	40.0	Str.	G.		A-L.	D. B-L°	B-L°.	Spi.	Tim.	W.	F.	A*.	Tim.	Ross.	.....
Diamond T	T3T	TT		119½	S36x3½	S36x5	Her OX	4-4x5	25.6	Str.	V.	Apo.	None.	D.Cov..	Cov JUC.	Spi.	Tim	W.	F.	A*.	Tim.	Ross.	.....
Diamond T	U4T, K2T	TT		118⅞°	S36x5°	DS°36x5°	Her K	4-4¼x5¾	28.9	Str.	V.	Apo.	None...	D.Cov..	Cov SB°.	Spi.	Tim 65600.	W.	F.	A*.	Tim.	Ross.	.....
Diamond T	S2T	TT		145	S36x6	DS40x7	Her G	4-4¾x5½	36.1	Str.	G.	Apo.	A-L.	D.Cov..	B-L 60 Max	Spi.	Tim 6760D	W	F.	A*.	Tim.	Ross.	.....
Dixon		2	2950	146	S34x4	S34x6	Her OX	4-4x5	25.6	Zen.	V.	Eis.	D-R.	D.Ful.	Ful GU.	Spi.	Tim 6462.	W	½.	A.	Shu.	Ross.	4600
Dixon		3½°	4500	160°	S36x5	S36x10	Her G	4-4¾x5¾	36.1	Zen.	V.	Eis.	D-R.	D.Ful.	Ful	Spi.	Tim 6666°.	W	F.	A.	Shu.	Ross.	6600°
Dixon		5	4800	160	S36x5	S36x12	Her G	4-4¾x5¾	36.1	Zen.	V.	Eis.	D-R.	D.Ful.	Ful	Spi.	Tim 6666.	W	F.	A.	Shu.	Ross.	8100
Dodge Bros	SE, SEW	½		110°	B29x5°	B29x5°	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	Own	Spi.	Own	S.	½.	G*	Own.	Gem.	1965°
Dodge Bros	DE	¾		120°	B31x5¼	B31x5¼	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	Own	Spi.	Own	S.	½.	G†	Own.	Ross.	2510
Dodge Bros.	DEF, DEW	¾	790°	120	P33°x4¼°	P33°x4¼°	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	Own	Spi.	Own	S.	½.	G†	Own.	Ross.	2535°
Dodge Bros.	BE, BEW	1¼	1030°	130	P33°x5	P33°x5	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	W-G.	U-P.	Own	S.	½.	G†	Own.	Ross.	2950°
Dodge Bros.	BEF, IEF	1¼	1110°	140°	P32x6	P32x6	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	W-G.	U-P.	Own	S.	½.	G†	Own.	Ross.	2995°
Dodge Bros.	IE, IEW	1¼	1100°	140	P33°x5	P33°x5	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	W-G.	U-P.	Own	S.	½.	G†	Own.	Ross.	2985°
Dodge Bros	ME, MER, MEW	1¾	1345°	150	P32x6°	P32x6°	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Ross.	3695°
Dodge Bros	LE, LER, LEW	1¾	1395°	165	P34x5°	P36x6°	Own	6-3⅜x3⅞	27.3	Ste.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Ross.	3855°
Dodge Bros	ED, EDR, EDX	2	1445°	114	P32x6°	P34x7°	Own	6-3⅜x4½	27.3	Zen.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Ross.	3725°
Dodge Bros	OE, OER, OEX	2	1650°	150	P32x6	DP32x6°	Own	6-3⅜x4½	27.3	Zen.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Ross.	4070°
Dodge Bros.	IE, IER, IEX	2	1615°	165	P32x6	P34x7°	Own	6-3⅜x4½	27.3	Zen.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Ross.	4080°
Dodge Bros.	GE, GES, GEX	3	1805°	135	P34x7°	P36x8°	Own	6-3⅜x4½	27.3	Zen.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Ross.	4070°
Dodge Bros.	RE, RES, REX	3	1835°	165	P34x7°	P36x8°	Own	6-3⅜x4½	27.3	Zen.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Han..	4145°
Dodge Bros.	HE, HES, HEX	3	1905°	185	P34x7°	P36x8°	Own	6-3⅜x4½	27.3	Zen.	V.	N-E.	N-E.	P.B&B.	Own	U-P.	Own	S.	½.	G†	Own.	Han.	4640°
Double Drive	TT	3	4000	144°	S36x6‡	S36x6‡	Buda ETU	4-4¼x5½	28.9	Zen.	V.	Spl.	Opt.	D.Det.	Own DTP.	Own.	Own DTP.	W.	½.	B*.	Own.	Ross.	6250
Douglas		1½		150°	P30x5	P°32°x6°	Buda WTU	4-3¾x5⅛	22.5	Zen.	V.	L-N.	L-N.	D.Ful.	Ful	Blo.	Wis 4627	R.	F.	A*.	Shu.	Ross.	3950°
Douglas		1½		150°	P30x5	P32x6	Buda HS6	6-3⅜x4½	27.3	Zen.	V.	L-N.	L-N.	D.Ful.	Ful	Blo.	Wis 4627	R.	F.	A*.	Shu.	Ross.	4100
Douglas		2		168°	P32x6	P34x7	Buda DW6	6-3¾x5	33.7	Zen.	V.	L-N.	L-N.	D.Ful.	Ful GU 14.	Blo.	Wis 6617	R.	F.	A*.	Shu.	Ross.	5850
Douglas		2		118°	P32x6	P34x7	Buda KTU-I	4-4x5¼	25.6	Zen.	V.	Bos-R°.	None°.	D.Ful.	Ful GU 14.	Blo.	Wis 6617	R.	F.	A*.	Shu.	Ross.	4500°
Douglas		3		156°	S36x5‡	S36x10‡	Buda YBI-I	4-4½x6	32.4	Zen.	V.	Bos-R.	Opt.	D.Ful.	Ful RU 16.	Blo.	Wis 8800A.	R.	F.	A*.	Shu.	Ross.	6500
Douglas		3		186	P36x6	DP38x7	Buda BUS	6-4x5½	38.4	Zen.	V.	Bos-R.	Opt.	D.Ful.	Ful RU 16.	Blo.	Wis 8800A.	R.	F.	A‡.	Shu.	Ross.	6800
Douglas	Spl.	3		210	P38x7	DP40x8	Buda BA 6	6-4½x5⅛	40.8	Zen.	V.	L-N.	L-N.	D.Ful.	Ful HOG.	Blo.	Wis 1400	R.	F.	A‡.	Shu.	Ross.	7560
Douglas	Six Wheeler	5		210	P38x9	P38x9	Buda GL 6	6-4½x6	48.6	Zen.	V.	L-N.	L-N.	D. Ful.	Ful HOG.	Blo.	Wis 7500	W.	F.	A‡.	Shu.	Ross.	10000
Douglas		5		185	S36x6	S40x12	Buda BBU	4-5x6½	40.0	Zen.	V.	Bos-R.	L-N.	D.Ful.	Ful HU.	Blo.	Wis 1450	R.	F.	A‡.	Wis.	Ross.	9200
Duplex	GF	1½		142	P32x6	P34x7	Buda WTU	4-3¾x5⅛	22.5	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Pet.	Tim 646000.	W	½	A*.	Shu.	Ross.	4700
Duplex	GS	1½		142	P32x6	P34x7	Buda HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Pet.	Tim 64600.	W	½.	A*.	Shu.	Ross.	4800
Duplex	S	2		160	P32x6	P36x8	Buda DW6	6-3¾x5	33.7	Zen.	V.	Eis.	A-L.	D.B-L.	B-L.	Pet.	Tim 64600.	W	F.	A*.	Shu.	Ross.	5600
Duplex	SA6	3		166	S34x5	S36x8	Buda BA 6	6-4x5½	40.8	Zen.	V.	Eis.	A-L.	D.B-L.	B-L 35.	Pet.	Tim 65700.	W	F.	A*.	Shu.	Ross.	7400
Duplex	FAC, EF	3½°		130°	S36°x8°	S36x8	Buda EBU-I	4-4¼x5½	28.9	Zen.	V.	Eis.	A-L.	D.B-L.	B-L 70.	Pet.	Tim 68700.	W.	F.	A*.	Shu.	Ross.	6500°
Duplex	M5-7	5		Opt.	P34x7	DS36x7	Buda GL 6	6-4½x6	48.6	Str.	V.	Eis.	A-L.	D.B-L.	B-L 70.	Pet.	Tim 68700.	W.	F.	A*.	Shu.	Ross.	.....
Eagle	10	1		130	P30x5	P30x5	Lyc CT	4-3¾x5	22.5	Zen.	G.	A-L.	A-L.	D.Cov..	Cov JUC.	Pet.	Col 350-3.	B.	½.	A*.	Col.	Ross.	3000
Eagle	20	2		134°	P34x5	P34x5	Buda WTU	4-3¾x5⅛	22.5	Zen.	G.	Eis.	A-L‡.	D.Cov..	Cov JUC.	Pet.	Wis 51.	R.	½	A*.	Col.	Ross.	3800
Eagle	30	3		130°	S34x5‡	S34x8‡	Buda KTU	4-4x5¼	25.6	Zen.	G.	Eis.	A-L‡.	D.Cov..	CovRUP4C	Pet.	Wis 8800A.	R.	F.	A*.	Col.	Ross.	5150
Eagle	106	5		144°	S36x6.	S36x12	Buda YTU	4-4½x6	32.4	Zen.	G.	Eis.	A-L‡.	D.B-L.	B-L 60.	Pet.	Wis 1450.	R.	F.	A*.	Wis.	Ross.	8600
Eagle	107	5½		154°	S36x6	S40x14	Buda BTU	4-5x6½	40.0	Zen.	G.	Eis.	A-L‡.	D.B-L.	B-L 60.	Pet.	Wis 1600.	R.	F.	A*.	Wis.	Ross.	.....
Fageol	130	1½	1925	156°	P30x5	DP30x5	Wau V	4-4x5	25.6	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 35.	Spi.	Tim 5620.	B.	F.	G*	Tim.	Ross.	4500
Fageol	135	2	2100	162°	P30x5	DP30x5	Wau XL	6-3½x4½	29.4	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 35.	Spi.	Tim 5620	B.	F.	G†	Tim.	Ross.	4800
Fageol	250	2½	2990	178°	P32x6	DP32x6	Wau XK	6-3¾x4½	33.7	Zen.	V.	Bos-R.	Bos-R.	D.B-L.	B-L 35.	Spi.	Tim 63500.	W	F.	G‡	Tim.	Ross.	5350
Fageol	340	3	4450	182°	P36x6	DP36x6	Wau CU	4-4⅜x5¾	30.6	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 55 & 60	Spi.	Tim 65700.	W	F.	A.	Tim.	Ross.	7820
Fageol	365	3	3900	182°	P36x6	DP36x6	Wau KS	6-4x4¾	38.4	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 51.	Spi.	Tim 65000.	W.		A‡.	Tim.	Ross.	7250
Fageol	370	3	4800	182°	P36x6	DP36x6	Wau KU	6-4¼x4¾	43.3	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 55 & 60	Spi.	Tim 657000H.	W.	F.	B‡.	Tim.	Ross.	8080
Fageol	645, 445	4°	5100	172°	S36x6	DS36°x6°	Wau DU	4-4½x6¼	32.4	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 55 & 60	Spi.	Tim 66700H.	W.	F.	B*.	Tim.	Ross.	9300°
Fageol	685, 485, 10-66		8500°	229½°	S36x6°	DS36°x5°	Wau AB	6-4½x5¾	48.6	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 55 & 60	Spi.	Tim 65700°.	W.	F.	G°	Tim.	Ross.	12000°
Fargo Packet		½	545		B4.75x20	B4.75x20	Own	4-3⅝x4½	21.0	Car.	V.	D-R.	D-R.	P.Own.	Own	Own.	Own	S.	½.	E†.	Own.	.....	1835
Fargo Clipper		¾	725		B5.50x18	B5.50x18	Own	6-3½x4¼	23.4	Str.	V.	D-R.	D-R.	P.Own.	Own	Own.	Own	S.	½.	E†.	Own.	.....	2325
Federal	F6	1		123°	P30x5	P30x5	Con 34L	6-2⅞x4¾	19.8	Zen.	V.	D-R.	D-R.	P.B&B.	Own	Pet.	Tim 5260.	B.	½.	G.	Own.	Gem.	2500
Federal	Scout	1		123°	P30x5	P30x5	Wau X	4-3½x4½	19.6	Zen.	V.	D-R.	D-R.	P.B&B.	Own	Pet.	Tim 5260.	B.	½.	G.	Own.	Gem.	2400
Federal	T21, T3W	2½°		148°	S34°x4°	S34°x7°	Wau V	4-4x5	25.6	Zen.	V.	D-R.	D-R.	P.B&B.	Own	Opt.	Tim 64600HP	W	½.	G°	Own.	Ross.	5000°
Federal	A6, T7W	2, 2½		148°	S°34°x4°	S°34x7	Con 16C	6-3⅜x4⅝	27.3	Zen.	V.	D-R.	D-R.	P.B&B.	Own	Opt.	Ti°64600HP°	W°	½.	G.	Own°	Ross.	5000°
Federal	U5	3		158°	S36x4‡	DS36x4‡	Con K4	4-4¼x5¼	27.2	Zen.	V.	Eis.	D-R.	P.B&B.	B-L 55.	Opt.	Tim 65600SP.	W.	F.	B.	Own.	Gem.	5800
Federal	3C6	3½		191°	P34x7	DP34x7	Con 20R	6-4½x4¾	40.8	Zen.	V.	D-R.	D-R.	P.B&B.	B-L 55.	Opt.	Tim 65704SP.	W.	F.	B.	Own.	Gem.	6700
Federal	UL7, W4, HD	3½, 4		164°	S36x5	DS°40x5°	Con L4	4-4½x5½	32.4	Zen.	V.	Eis.	D-R.	P.B&B.	B-L 55.	Opt.	Tim 66700SP°	W.	F.	B.	Tim°	Gem.	7250°
Federal	X8			162°	S36x6	S40x14	Con B7	4-5x6	40.0	Zen.	V.	Eis.	D-R.	P.B&B.	B-L 60.	Opt.	Tim 65704SP.	W.	F.	B.	Own.	Gem.	9000
Federal	LD	TT		121	S36x4	DS36x4	Con K4	4-4½x5¼	27.2	Zen.	V.	Eis.	D-R.	P.B&B.	B-L 55.	Pet.	Tim 65600SP.	W.	F.	B.	Own.	Gem.	5000
Fisher Junior Express		1		140	P30x5	P30x5	Con 31 L	6-2⅞x4¾	19.8	Ste.	V.	A-L.	A-L.	P.Lon.	MM LU.	Blo.	Sal F.	S.	½	A*.	Sal.	Ross.	2500
Fisher Fast Freight		1½		146°	S30x5	S32x6	Con S4	4-4¼x4½	28.9	Zen.	V.	Bos-A.	Bos-A.	D.Ful.	Ful SU 12.	Blo.	Col 5413.	B.	F.	A*.	Col.	Ross.	3500
Fisher Mer. Express		2		146°	S°34°x5°	S°34x7	Con 15 C	6-3⅜x4⅝	27.3	Zen.	V.	Bos-A.	Bos-A.	D.Cov..	Cov W4C.	Blo	Tim 63720°H	W°	½	A*.	Tim.	Ross.	4100°
Fisher Heavy Duty		2½		155°	S°36°x5°	S°36°x8°	Con 6B	6-3¾x5	33.7	Str.	V.	D-R.	D-R.	D.Ful.	Ful GU 14.	Spi.	Tim 65600SP°	W°	F.	A*.	Tim°.	Ross.	5150°
Ford	A	1½	460	131½	P30x5	P32x6	Own	4-3⅞x4¼	24.0	Zen.	G.	Own	Own	P.Long.	Own	Own.	Own	W.	¾.	E*.	Own.	Own.	2386
Freeman		3		186	P36x7	DP36x7	Buda DW 6	6-3¾x5	33.7	Str		Bos-R.	Bos-R.	D.Ful.	Ful HU 16			B.		E.		Woh.	.....
Front Drive	FT	1½	2800	120°	S36x6‡	S36x6‡	Buda WTU	4-3¾x5⅛	22.5	Zen.	V.	Spl.	Opt.	P.B&B.	Own FP.	Own.	Own D-2	W.	½.	B*.	Own.	Ross.	3350
F. W. D.	H, HT	2	3900°	120°	P36°x8°	P36°x8°	Wis SU	4-4x5	25.6	Zen.	▼	Eis.	A-L.	P.B&B.	B-L°.	Blo°.	Own HT°.	B.	F.	B.	Own.	Ross.	6000°
F. W. D.	B, M	3, 3½	5000°	124°	S36x8°	S36x10°	Own B°	6°-4¾x5½	54.1°	Str.	G.	Eis.	N-E.	O-H-S.	Cot DAF.	Own.	Own	B.	F.	B.	Own.	Ross.	7600°
F. W. D.	U-6	3½	4575	148	S36x6	S36x6	Wau	6-4x4¾	38.4	Zen.	V.	Bos-A.	None...	O-H-S..	Own	Blo.	Own U.	B.	F.	B.	Own.	Ross.	7200
F.W.D.	MF6, X6	5, 5½	6500°	170°	B36x8	B36x8°	Wau	6-4¼x4¾	43.6	Zen.	V.	Bos-A.	None...	O-H-S..	Own	Blo.	Own X°.	B.	F.	B.	Own.	Ross.	9500°
Garford	20Z, 25Z	1, 1¼		136	P32°x6°	P32°x6°	Buda HS6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B&B.	Mun T 23N	Spi.	Col.	S.	F.	E.	Col.	Han..	3550°
Garford	S 11Z	1½		168	P30x5	DP30x5	Buda HS 6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B&B.	Mun T8.	Blo.	Tim.	S..	F.	E.	Tim.	Han..	4300
Garford	30Z, 40Z	1½, 2		168	P36°x6°	DP36°x6°	Buda DS 6	6-3⅝x5	31.5	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Blo.	Tim 63702.	W.	F.	E.	Tim.	Han..	4900°
Garford	50	2½		156	S36x4	S36x8	Buda EBU-I	4-4¼x5½	28.9	Zen.	G.	Spl.	None...	D.Own.	B-L 55 Max	Spi.	Tim 65600D.	W.	F.	A.	Tim.	Ross.	5950
Garford	50-6	2½		156	S36x4	S36x6	Buda BUS	6-4x5⅛	38.4	Zen.	G.	Spl.	None...	D.Own.	B-L 55.	Spi.	Tim 65600.	W.	F.	A.	Tim.	Ross.	6150

American Gasoline

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE Front	TIRES SIZE & TYPE Rear	ENGINE Make and Model	ENGINE No. of Cyls. Bore and Stroke (Ins.)	ENGINE NACC H.P.	FUEL Carburetor	FUEL Feed Type	ELECTRICAL SYSTEM Ignition Make	ELECTRICAL SYSTEM Generator and Starter Make	Clutch Type and Make	Gearset Make and Model	Universals Make	REAR AXLE Make and Model	REAR AXLE Final Drive	REAR AXLE Axle Type	Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
Garford	50Z, 60Z	$2^1/_2$,3		175	S36x5	S36x12°	Buda BUS	6-45$^1/_8$	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51	Blo.	Tim 65706D H	W.	F.	E.	Tim.	Ross.	7100°
Garford	70Z, 80Z	4		175	S36x6	S36x14°	Buda BA 6	6-4$^1/_4$x5$^1/_8$	40.8	Zen.	V.	A-L.	A-L.	Own	B-L 60	Blo.	Tim 66700D	W.	F.	A.	Tim.	Ross.	8400°
Garford	80, 100	4,5		162	S36x6°	S40°x14°	Buda BTU	4-5x6$^1/_2$	40.0	Zen.	G.	Spl.	None	D.Own	B-L 60°	B.G.	Tim 67700°.	W.	F.	A.	Tim.	Ross	9450°
Gen. Motors	T-11,T-19	$^1/_2$,1	745°	$126^1/_2$°	P30°x5°	P30°x5°	Pontiac	6-3$^1/_4$x3$^3/_4$	25.3	Mar.	P.	D-R.	D-R.		Cwn	Own.	Own		$^1/_2$	E*.	Own.	Jac.	2525°
Gen. Motors.	T-20,T-21	1, $1^1/_2$	1185°	$132^3/_4$°	P32°x6°	P32°x6°	Buick Std.	6-3$^1/_8$x4$^1/_2$	23.4	Mer.	V.	D-R.	D-R.		Cwn	U-M.	Tim 5260.	B.	$^1/_2$	A*.	Tim.	Ross.	2955°
Gen. Motors.	T-30,T-42	$1^1/_2$, 2	1685°	136°	P7.00°x20	P36°x8°	Buick	6-3$^3/_8$x4$^5/_8$	26.3	Mar.	P.	D-R.	D-R.		Own	Spi.	Own°	S.	$^1/_2$	E*.	Own.	Jac.	4210°
Gen. Motors.	T-40,T-50	2	2050°	136°	S34°x4°	S34x7	Buick Master	6-3$^1/_2$x4$^3/_4$	29.4	Mar.	V.	D-R.	D-R.	D.Own	Own	U-M.	Tim 64601°.	W°	$^1/_2$	E*.	Own.	Ross.	4890°
Gen. Motors.	T-60,T-80	3, 4	3160°	140°	P36°x8°	DP36°x8°	Buick	6-3$^5/_8$x5	31.5	Mar.	P.	D-R.	D-R.		Own	Spi.	Tim 65706N	W.	F.	E*.	Eat.	Jac.	6455°
Gen. Motors.	K-54,K-102	$2^1/_2$,5	5320°	160°	S36x6°	S40°x14°	Own 89	4-4$^1/_2$x6$^1/_2$	32.4	Mar.	V.	Eis.	D-R.	D.Own	Own	Own.	Tim 67600°.	W.	F.	A‡.	Tim.	Own	9245°
Gen. Motors.	K-10T,K-15	T TT		$111^1/_4$	S36x5	S36x14°	GMC 39	4-4$^1/_2$x6$^1/_2$	32.4	Mar.	V.	Eis.	D-R.	D.Own	Own	Own.	Tim 67600°.	W.	F.	A‡.	Tim.	Own	8477°
Gotfredson	B24	$1^1/_4$		131°	P30x5	P30x5	Buda WTU	4-3$^3/_4$x5$^1/_8$	22.5	Zen.	V.	D-R.	D-R.	P.B&B	B-L 20 A	Spi.	Tim 5260H	B.	$^1/_2$	G.	Tim.	Ross.	3200
Gotfredson	B36, W36	2°		165°	P32x6	P34°x7°	Buda HS 6	6-3$^3/_8$x4$^1/_2$	27.3	Zen.	V.	D-R.	D-R.	P.B&B	B-L 31	Spi.	Tim 63721°H	W°	F.	G.	Tim.	Ross	4500°
Gotfredson	W44	$2^1/_2$		165°	P34x7	P34x7	Buda KBU-I	4-4x5$^1/_4$	25.6	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35	Spi.	Tim 63721H	W.	F.	G.	Tim.	Ross	5050
Gotfredson	W54	3		163°	S36x4	S36x8	Buda EBU-I	4-4$^1/_4$x5$^1/_2$	28.9	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 51	Spi.	Tim 65000HP.	W.	F.	G.	Tim.	Ross.	5700
Gotfredson	W46, W56	$2^1/_2$,3		165°	S°36°x4°	S°36°x8°	Buda DW 6	6-3$^3/_8$x5	33.7	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 51°.	Spi	Tim 65000°HP	W.	F.	G.	Tim.	Ross.	5500°
Gotfreson	W66 A	$3^1/_2$		164°	S36x5	S36x10	Buda BA 6	6-4$^1/_8$x5$^1/_8$	40.9	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 55Max	Spi.	Tim65706DHP	W.	F.	G.	Tim.	Ross	6800
Gotfredson	W64A,W84 A	$3^1/_2$,4		160°	S36x6°	DS°40°x7°	Buda YBU-I	4-4$^1/_2$x6	32.4	Zen.	V.	Bos-R.	D-R.	D.B-L.	BL60°Max	Spi.	Tim66700SP°.	W.	F.	B°.	Tim.	Ross	8400°
Gotfredson	W104A			169°	S36x6	DS40x8	Buda BBU	4-5x6$^1/_2$	40.0	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L60 Max	Spi.	Tim 68700SP.	W.	F.	B.	Tim.	Ross	12000
Gotfredson	W86A,W106A	4, $5^1/_2$		173°	S36x6	DS40x8°	Buda GL 6	6-4$^1/_2$x6	48.6	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L60Max	Spi.	Tim 68700°SP	W.	F.	B.	Tim.	Ross	12400°
G-P.	42-4	$1^1/_2$		138°	P32x6	P32x6	Lye CT	4-3$^3/_4$x5	22.5	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35.	M.M	Tim 54000.	S.	F.	G†	Tim.	Ross	4100
G-P.	42-6	$1^1/_2$		138°	P32x6	P32x6	Lye S.	6-3$^3/_4$x4$^1/_2$	25.3	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35.	M.M	Tim 54000.	S.	F.	G†	Tim.	Ross	4100
G-P.	47-4	2		154°	P32x6	P34x7	Lye CT	4-4x5	25.6	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35.	M.M	Tim 56000.	B.	F.	G†	Tim.	Ross.	4800
G-P.	47-6	2		154°	P32x6	P34x7	Lye TH	6-3$^1/_2$x5	29.4	Str.	V.	A-L.	A-L.	D.B-L.	B-L 35.	M.M	Tim 56000.	B.	F.	G†	Tim.	Ross.	4800
G-P.	57-4	$2^1/_2$			P36x6	P40x8	Wau CR	4-4$^3/_8$x5$^3/_4$	30.6	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 51	M.M		R.	F.	F*.	Shu.	Ross.	6100
G-P.	57-6	$2^1/_2$			P36x6.	P40x8	Wau 6-KS	6-4x4$^3/_4$	38.4	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 51	M.M		R.	F.	F*.	Shu.	Ross.	6100
G-P.	52-6	3		167°	P34x7	P36x8	Lye TS.	6-3$^1/_2$x5	36.2	Str.	V.	A-L.	A-L.	D.B-L.	B-L 51.	M.M	Tim 58000	S.	F.	G†	Tim.	Ross.	5200
G-P.	82-4	$3^1/_2$		172°	P38x7	DP38x7	Wau DR	4-4$^1/_2$x6$^1/_4$	32.4	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 55.	M.M		R.	F.		Shu.	Ross.	8200
G-P.	82-6	$3^1/_2$		172°	P38x7	DP38x7	Wau 6KO	6-4$^1/_4$x4$^3/_4$	43.3	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 55.	M.M		R.	F.		Shu.	Ross.	8200
G-P.	92-4	5			P38x7	DP40x8	Wau ER	4-5x6$^1/_4$	40.0	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 55.	M.M		R.	F.		Shu.	Ross.	9600
G-P	92-6	5			P38x7	DP40x8	Wau 6 AB	6-4$^1/_2$x4$^3/_4$	48.6	Str.	V.	Bos-R.	A-L.	D.B-L.	B-L 55.	M.M		R.	F.		Shu.	Ross	9600
Gramm.	263N,363N,263N	1,$1^1/_2$,$1^1/_2$	1485	133°	P30x5	P32x6	Lye S.	6-3$^1/_4$x4$^1/_2$	25.3	Zen.	V.	A-L.	A-L.	D.Cov.	Cov.	Blo.	Eat 1002	S.	$^1/_2$	A*.	Col.	Ross	3585
Gramm	463N	2	1885	133°	P32x6	P34x7	Lye S.	6-3$^1/_4$x4$^1/_2$	25.4	Zen.	V.	A-L.	A-L.	D.Cov.	Cov.	Blo.	Eat 1504	S.	$^1/_2$	A*.	Col.	Ross	3840
Gramm	35	3	4160	153°	S36x5‡	S36x10‡	Her L.	4-4$^1/_2$x5$^3/_4$	32.4	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 8800	R.	F.	B*.	Wis.	Ross.	7100
Gramm	564N, 35	$2^1/_2$,3	4160°	153°	S36°x5°‡	S36°x10°‡	Lye TS.	6-3$^7/_8$x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 8800°	R.	F.	B*	Wis°.	Ross.	7100°
Gramm	45	4	4735	153°	S36x5‡	S36x12‡	Her L.	4-4$^1/_2$x5$^3/_4$	32.4	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 1450	R.	F.	B*.	Wis.	Ross.	7600
Gramm	45	4	4735	153°	S36x5‡	S36x12‡	Lye TS.	6-3$^7/_8$x5	36.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 1450	R.	F.	B*.	Wis.	Ross.	7600
Gramm (low bed)	38&48	3, 4	4735°	153°	S36x5‡	S36x12°‡	Lye TS.	6-3$^7/_8$x5	36.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful GU	Blo.	Wis 1250°	R.	F.	B*.	Shu.	Ross.	7600°
Gramm	60	5, $5^1/_2$	5370	153°	S36x6	S36x14	Her G.	4-4$^3/_4$x5$^3/_4$	36.1	Zen.	V.	A-L.	A-L.	D.Ful.	Ful HH°	Blo.	Wis 1700	R.	F.	B*.	Wis.	Ross.	8700
Gramm	60	5, $5^1/_2$	5370	153°	S36x6	S36x14	Lye TS.	6-3$^7/_8$x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 1700	R.	F.	B*.	Wis.	Ross.	8700
Gramm	35	TT6	4160	153°	S36x5‡	S36x10	Lye TS.	6-3$^7/_8$x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 8800	R.	F.	B*.	Wis.	Ross.	7100
Gramm	35, 45	TT10°	4735°	153°	S35°x5‡	S36x12°‡	Her L.	4-4$^1/_2$x5$^3/_4$	32.4	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 1450°	R.	F.	B*.	Wis.	Ross.	7600°
Gramm	60	TT15	5370	153°	S36x6	S36x14	Her G.	4-4$^3/_4$x5$^3/_4$	36.1	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 1700	R.	F.	B*.	Wis.	Ross.	8700
Gramm	45, 60	TT15°	5370°	153°	S36x6°	S36x14°	Lye TS.	6-3$^7/_8$x5	36x2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful H.	Blo.	Wis 1700°	R.	F.	B*.	Wis.	Ross.	8700°
Gramm-Bernstein	10	$1^1/_4$°		129°	P30x5	P30x5	Lye CT	4-3$^3/_4$x5	22.5	Zen.	G.	A-L.	A-L.	D.Mun.	Mun T 23	Pic.	Sal A	B.	$^3/_4$	B*.	Sal...	Ross.	3020
Gramm-Bernstein	115S	2		$129^1/_2$°	P30x5	P30x5	Con 15C	6-3$^3/_8$x4$^5/_8$	27.3	Zen.	G.	A-L.	A-L.	D.Ful.	Ful SU12	Blo.	Cla B 504	B.	$^1/_2$	B*.	Shu.	Ross.	3750
Gramm-Bernstein	115	2°		146°	P30x5	P30x5	Lye C4W	4-4x5	25.6	Zen.	G.	A-L.	A-L.	D.Ful.	Ful SU12	Blo.	Cla B 504	B.	$^1/_2$	B*.	Shu.	Ross.	3650
Gramm-Bernstein	125	$2^1/_2$		144°	S36x4‡	DS36x4	Con S4	4-4$^1/_4$x4$^1/_2$	28.9	Str.	G.	Eis.	A-L.	D.Ful.	Ful GU	Own.	Wis.	W.	F.	*	Shu.	Ross	5440
Gramm-Bernstein	C	$2^1/_2$,3		144°	S36x4‡	DS36x4‡	Con K4	4-4$^1/_2$x5$^1/_4$	27.2	Str.	V.	Eis.	A-L.	D.Ful.	Ful GOG.	Blo.	Wis 9890T.	W.	F.	B*.	Shu.	Ross	5865
Gramm-Bernstein	C 6	$2^1/_2$,3		150°	S36x4‡	DS36x4‡	Con 6B	6-3$^3/_4$x5	33.7	Str.	V.	Eis.	A-L.	D.Ful.	Ful GOG.	Blo.	Wis 9890T.	W.	F.	B*.	Shu.	Ross	5920
Gramm-Bernstein	30, 40	$3^1/_2$,4		156°	S36x5	DS36x5	Con L4	4-4$^1/_2$x5$^1/_2$	32.4	Str.	G.	Eis.	A-L.	D.Ful.	Ful H 1°	Own.	She.	W.	$^1/_2$	B*.	Shu.	Ross.	8360°
Gramm-Bernstein	50	5		168°	S36x6	DS40x6	Con B7	4-5x6	40.0	Str.	G.	Eis.	A-L.	D.Ful.	Ful H1	Own.	Wis 1010F.	W.	F.	B.	Shu.	Ross.	9700
Grass Premier	80	4		167°	S36x4‡	S36x8	Wau CU	4-4$^3/_8$x5$^1/_4$	30.6	Str.	V.	Eis.	A-L.	D.B-L.	B-L 55.	M.M	Tim 65700SP.	W.	F.	G.	Con.	Ross.	5400
Grass Premier	80-6	4		167°	S36x4‡	S36x8	Wau 6KU	6-4$^1/_4$x4$^3/_4$	43.3	Str.	V.	Eis.	A-L.	D.B-L.	B-L 55.	M.M	Tim 65700SP	W.	F.	G.	Con.	Ross.	5800
Guilder	B	$1^1/_2$		132	P30x5	P30x5	Buda WTU	4-3$^3/_4$x5$^1/_2$	22.5	Zen.	G.	Eis.	Bos-A.	D.B-L.	B-L.	M-E.	Cla 366...			B*.	Shu.	Ross.	3250
Guilder	B6	$1^1/_2$	1750	132	P30x5	P32x6	Buda HD 6	6-3$^3/_8$x4$^1/_2$	27.3	Zen.	V.	D-R.	D-R.	D.Ful.	Ful DU 10	Spi.	Cla B 365	B.	$^1/_2$	A*.	Shu.	Ross.	3250
Guilder	E	2	3150	152	S34x4	S36x8	Buda KBU-I	4-4x5$^1/_4$	25.6	Zen.	G.	Eis.	D-R.	D.B-L.	B-L 51.	M-E.	Wis 660	R.	F.	A*.	Shu.	Ross.	5100
Guilder	C6, D6	2, $2^1/_2$	2650°	160°	P32x6	DP°32x6	Buda HS 6	6-3$^3/_8$x4$^1/_2$	27.3	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 31.	Spi	Wis°471°	R.	F°	A*.	Shu.	Ross.	3600°
Guilder	H	3	3750	160	S36x5	DS36x5‡	Buda EBU-I	4-4$^1/_4$x5$^1/_2$	28.9	Zen.	G.	Eis.	Bos-A.	D.B-L.	B-L 51.	Spi.	Wis 88 EF.	W.	F.		Shu.	Ross	5600
Guilder	E 6	3	3350	160	P32x6	S36x10	Buda DW 6	6-3$^3/_8$x5	33.7	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 51.	Spi	Wis 660	R.	F.		Shu.	Ross	4200
Guilder	J, K5	4, 5	5250°	170	S36x6°	DS40°x6	Buda YTU	4-4$^1/_2$x6	32.4	Zen.	G°	Eis.	None.	D.B-L.	B-L 60°.	M-E°	Wis 1600°	R.	F.	B*	Shu.	Ross.	8800°
Guilder	L	6, 7	5650	170	S36x6	S40x14	Buda BTU	4-5x6$^1/_2$	40.0	Zen.	G.	Eis.	None.	D.B-L.	B-L 60.	M-E.	Wis 1500	R.	F.	A*.	Shu.	Ross.	9600
Hahn	SJ4, 34	1, $1^1/_2$		150°	P32°x6°	P32°x6°	Her O.	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 31°.	Pet.	Eat 1504°	S.	$^1/_2$	A.	Eat.	Ross.	3750°
Hahn	SJ6, 36	1, $1^1/_2$		154°	P32°x6°	P32°x6°	Buda HS 6	6-3$^3/_8$x4$^1/_2$	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 31°.	Pet.	Eat 1504°	S.	$^1/_2$	A.	Eat.	Ross.	3850°
Hahn	44	2		150°	P32x6	P34x7	Her O.	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Pet.	Eat 1504.	B.	$^1/_2$	A.	Shu.	Ross.	4100
Hahn	46	2		154°	P32x6	P34x7	Buda HS	6-3$^3/_8$x4$^1/_2$	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Pet.	Eat 1504.	B.	$^1/_2$	A.	Shu.	Ross.	4200
Hahn	56	$2^1/_2$		160°	P32x6	DP32x6	Con 6 B	6-3$^3/_4$x5	33.7	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 51.	Spi.	Eat 2252	S.	F.	B.	Shu.	Ross.	5300
Hahn	54	$2^1/_2$		153°	P36x4	P36x8	Her L.	4-4$^1/_2$x5$^3/_4$	32.4	Zen.	V.	Bos-R.	None.	D.B-L.	B-L 51.	Spi.	Tim 65600D	W.	F.	A.	Tim.	Ross.	5600
Hahn	L	3		146°	S36x5	S36x10	Con L4	4-4$^1/_2$x5$^1/_2$	32.4	Str.	G.	Bos-R.	D-R.	D.B-L.	B-L.	Spi.	Tim 6570D	W.	F.	A.	Tim.	Ross.	5900
Hahn	76	$3^1/_2$		196°	P34x7	DP34x7	Her YXC	6-4$^3/_8$x4$^3/_4$	35.9	Zen.	V.	Bos-R.	L-N.	D.B-L.	B-L 51.	Spi.	Tim 65706D	W.	F.	A‡.	Tim.	Ross.	5600
Hahn	M, R, N	4,5,$5^1/_2$		162°	S36x6°	S40°x12°	Con B5°	4-4$^3/_4$x6	36.1	Str.	G.	Bos-R.	L-N.	D.B-L.	B-L 60.	Spi.	Tim 6760°	W.	F.	A.	Tim.	Ross.	8450°
Harvey	WG6	$2^1/_2$	3500	185	S36x5‡	S36x10‡	Buea DW 6.	6-3$^3/_4$x5	33.7	Str.	G.	A-L.	A-L.	D.B-L.	B-L 55.	Spi.	Tim 65700D	W.	F.	A*.	Tim.	Ross.	6900
Harvey	WG, WTT	$2^1/_2$,6	3500	125°	S36x5	S36x10	Buda EBU-I	4-4$^1/_4$x5$^1/_2$	28.9	Str.	G.	Bos-R.	None.	D.B-L.	B-L 55.	Spi.	Tim 65700.	W.	F.	A*.	Tim.	Ross	6950
Harvey	WHC, WHT	$3^1/_2$,10	4250	125°	S36x6	S36x12	Buda YBU-I	4-4$^1/_2$x6	32.4	Str.	G.	Bos-R°	None.	D.B-L.	B-L 60.	Spi.	Tim 66600.	W.	F.	A*.	Tim.	Ross	8900°
Hawkeye	36	$1^1/_2$		160°	S34x4‡	S34x7‡	Buda HS 6	6-3$^3/_8$x4$^1/_2$	27.3	Zen.	G.	N-E.	N-E.	D.Ful.	Ful GU	Pic.	Wis 6600	R.	F.	A*.	Wis.	Ross	4300
Hawkeye	30	$1^1/_2$		160°	S34x4‡	S34x7‡	Buda WTU	4-3$^3/_4$x5$^1/_2$	22.5	Zen.	G.	Bos-R.	N-E.	D.Ful.	Ful GU	Pic.	Wis 6600	R.	F.	A*.	Wis.	Ross	4200
Hawkeye	50-75	$2^1/_2$		210°	S36x5‡	S36x8‡	Buda BA 6	6-4$^1/_2$x5$^1/_2$	40.8	Zen.	G.	Bos-R.	N-E.	D.Ful.	Ful HU	Pic.	Wis 1418	R.	F.	A‡.	Shu.	Ross	5900
Hawkeye	50-48	$2^1/_2$		Opt.	S36x5‡	S36x8	Buda EBU-I	4-4$^1/_4$x5$^1/_2$	28.9	Zen.	G.	Bos-R.	N-E.	D.Ful.	Ful HU	Pic.	Wis 8800A.	R.	F.	A*.	Shu.	Ross.	5400
Hawkeye	50-60	$2^1/_2$		197	S36x6	DS38x7	Buda DW6	6-3$^3/_4$x5	33.7	Zen.	G.	N-E.	N-E.	D.Ful.	Ful HU	Pic.	Wis 1418	R.	F.	A‡.	Shu.	Ross.	5800
Hendrickson	ST, T	$2^1/_2$,3	3600	°	S36x5	S36x10°	Buda ETU	4-4$^1/_4$x5$^1/_2$	28.9	Zen.	G.	Spl.		D.Ful.	Ful G7	Pic.	Tim 65600D	W.	F.	A*.	Tim.	Ross	6350°
Hendrickson	V4	5	5300		S38x7	S40x14	Wau EU	4-5x6$^1/_4$	40.0	Zen.	G.	Spl.	Bos-R†.	D.B-L.	B-L 70.	Spi.	Tim 67700D	W.	F.	A*.	Tim.	Ross.	9800
Hendrickson	SSW		6200		P38x7	DP38x7	Buda BA6.	6-4$^1/_2$x5$^1/_2$	40.8	Zen.	V.	Spl.	A-L.	D.B-L.	B-L 60.	Blo.	Own	W.	F.	G*.	Tim.	Ross	8450
Hendrickson	SW10		6900		S36x7	S36x12	Wau EU	4-5x6	40.0	Zen.	G.	Spl.	Bos-R†.	D.B-L.	B-L 70.	Blo.	Own	W.	F.	G*	Tim.	Ross	11700
Hendrickson	U4, SW610	4, $5^1/_2$	7300°		S36x7°	S36x12	Buda GL 6°	6°-4$^1/_2$x6	48.6°	Zen.	V.	Spl.	Bos-R†.	D.B-L.	B-L 70°.	Blo°	Own°	W.	F.	G*	Tim.	Ross	13000°
Huffman	EW	$1^1/_2$	1560	132	P33x5	P33x5	Wis.	4-3$^3/_4$x5$^1/_2$	22.5	Zen.	V.	A-L.	A-L.	P.B&B	D-G	Spi.	Own	S.	$^1/_2$	A.	Own	CAS	3185
Huffman	BC	2	2795	140	S34x4	S34x6	Con S4	4-4$^1/_4$x4$^1/_2$	28.9	Zen.	V.	Eis.		D.Ful.	Ful SU 12	Spi.	Own	W	$^1/_2$	A.	Shu.	Lav.	4160
Huffman	EH, BH	$1^1/_2$,2	2295°	140°	S°34°x4°	S°34°x6°	Her OX	4-4x5	25.6	Zen.	V.	Eis°		D.Ful.	Ful SU 12	Spi.	Own	W°	$^1/_2$	A.	Shu°	Lav°.	4160°
Hug	60	2		118	P32x6	DP32x6	Buda WTU	4-3$^3/_4$x5$^1/_2$	22.5	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 51.	Blo.	Wis 660 B.	R.	F.	A.	Shu.	Ross.	4600
Hug	22, 66	$1^1/_2$,2		130°	P32°x6°	DP32°x6°	Buda HS6	6-3$^3/_8$x4$^1/_2$	27.3	Zen.	V.	A-L.	D-R.	D.B-L°	B-L 51°.	Blo.	Wis° 660B°.	R°	F°.	A°.	Shu°.	Ross.	4600°
Hug	81, 84	$2^1/_2$		127	P36x6	DP36x6	Buda KBU-I	4-4x5$^1/_4$	25.6	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 51	Blo.	Wis 8800B.	R.	F.	A.	Shu.	Ross.	5890
Hug	26, 86, 486	2,3		127°	P36°x6	DP36°x6	Buda DW 6.	6-3$^3/_4$x5	33.7	Zen.	V.	Eis°.	D-R.	D.B-L.	B-L 51°.	Blo.	Wis 8800B°.	R.	F.	A.	Shu.	Ross.	6400°
Hug	40, 90	3, $3^1/_2$		127°	P38°x7	DP38°x7	Buda DW 6.	6-3$^3/_4$x5	33.7	Zen.	V.	Eis°.	D-R.	D.B-L°	B-L° 55°.	Blo.	Wis°1255K°	R°	F°.	A.	Shu.	Ross.	6850°
Indiana	11, 11X, 111	$1^1/_2$,$1^1/_2$		129°	P30°x5	P32x6	Her OX	4-4x5	25.6	Str.	G.	A-L.	A-L.	P.B&B°	B-L 31.	Spi.	Cla B501°.	S.	$^1/_2$	A*.	Shu.	Ross.	3600°
Indiana	200, 300	1, $1^1/_2$		149°	P30x5	P32x6	Wis F.	6-3$^1/_4$x4$^1/_4$	25.3	Zen.	V.	A-L.	A-L.	P.B&B.	B-L 20°.	Spi.	Col 54030°.	B.	$^3/_4$°	G*	Col.	Ross.	3650°
Indiana	350	$1^1/_2$		$155^3/_4$°	P32x6	P32x6	Wis N	6-3$^1/_2$x4$^1/_4$	29.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Spi.	Col 55001	B.	F.	G*	Col.	Ross.	4420
Indiana	111X, 115, 115A	2, $2^1/_2$		150°	S°34°x4°	S°34°x7°	Her OX	4-4x5	25.6	Str.	G.	A-L°.		P.B&B.	B-L 35.	Spi.	Tim° 64600°.	W°	$^1/_2$	B°.	Shu.	Ross	4585°
Indiana	400, 615A	2, $2^1/_2$		136°	P32x6	DP°34°x7°	Wis Y.	6-3$^3/_8$x5	27.3	Str.	G°	Eis°.	A-L.	P.B&B°	B-L 35.	Spi.	Cla 720°.	S.	$^1/_2$	B°.	Shu.	Ross.	5190°
Indiana	126	3		162°	S36x5	S36x10	Her L.	4-4$^1/_2$x5$^3/_4$	32.4	Str.	V.	Eis.	A-L†.	P.B&B.	B-L 55Max	Spi.	Tim65700D	W.	$^1/_2$	B*.	Shu.	Ross.	7400
Indiana	626	3		168°	S36x5	S36x10	Wis H.	6-4x5	38.5	Str.	V.	Eis.	A-L†.	P.B&B	B-L 55Max	Spi.	Tim65700D	W.	F.	B*.	Shu.	Ross.	7625
Indiana	627A, 627, 628	3		216°	P34°x7°	DP34°x7°	Wis H.	6-4x5	38.4	Str.	V.	A-L.	A-L.	P.B&B.	B-L 55.	Spi.	Cla 720°.	S.	$^1/_2$.	A*.	Shu..	Ross.	6585°
Indiana	127	3		162°	P36x5	P36x10	Her L.	4-4$^1/_2$x5$^3/_4$	32.4	Str.	V.	Eis.	A-L†.	P.B&B	B-L 55	Spi.	Cla 729	S.	$^1/_2$.	A*.	Shu..	Ross.	6490
Indiana	127A	3		141	P32x6	DP34x7	Her K.	4-4$^1/_4$x5$^3/_4$	28.9	Str.	V.	Eis.	A-L†.	P.B&B	B-L 51	Spi.	Cla 729	S.	$^1/_2$.	A*.	Shu..	Ross.	6800
Indiana	136, 138	$3^1/_2$,4		$162^1/_2$°	S36x5	S36x12	Her L.	4-4$^1/_2$x5$^3/_4$	32.4	Str.	V.	Eis.	A-L†.	P.B&B.	B-L 60°.	Spi.	Tim6670°	W.	F.	B*.	Shu..	Ross.	7800°
Indiana	636, 638	$3^1/_2$,4		$168^1/_2$°	S36x5	S36x12	Wis H.	6-4x5	38.4	Str.	V.	Eis.	A-L†.	P.B&B	B-L 60Max	Spi.	Tim6670°	W.	F.	B*.	Shu..	Ross.	8100°
Indiana	41	5		172°	S36x6	S40x12	Her G.	4-4$^3/_4$x5$^3/_4$	36.1	Str.	V.	Eis.	Opt.	P.B&B	B-L 60Max	Spi.	Tim6870SP	W.	F.	B*.	Shu.	Ross.	9600

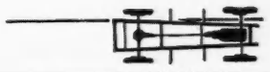
Truck Chassis—Continued

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universals Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carburetor	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type				
Indiana	641-7	5½		184°	S36x6	S40x12	Wis 7	6-4½x5½	48.6	Str.	V.	Eis.	A-L.	D.B-L.	B-L 70 Max	Spi.	Tim 68700SP.	W.	F.	B*	Shu.	Ross.	10000
Int. Harvester	SD, 6 Sp	¾,1		124°	P30x5°	P30x5°	Wau XA	4-3½x4½	19.6	Zen.	V.	D-R.	D-R.	Roc.	M.M.	M.M.	Eat 1124*°	S.	½	H*	Eat.	Ross.	2430°
Int. Harvester	S-26	1¼		130°	P32x4½	P32x4½	Lyc 4SL	6-3½x4½	25.3	Zen.	V.	D-R.	D-R.	P.Long.	Own	M.M.	Eat.	S.	½	H*	Eat.	CAS.	3250
Int. Harvester.	S-24, SL-34, SF-34	1¼,1½		160°	P30°x5°	P30°x5°	Lyc CT	4-3¾x5	22.5	Zen.	V.	D-R.	D-R.	P.Long.	Own	M.M.	Eat.	S.	½	H*	Eat.	CAS.	3595°
Int. Harves'	SF-36, SL-36	1½		160°	P30x5	P30x5	Lyc 4SL	6-3½x4½	25.3	Zen.	V.	D-R.	D-R.	P.Long.	Own	M.M.	Eat.	S.	½	H*	Eat.	CAS.	3645°
Int. Harvester	SD-44	2		117	P30x5	P32x6	Lyc CT	4-3¾x5	22.5	Zen.	V.	Bos-A.	None.	P.Long.	Own	M.M.	Eat.	S.	½	H*	Eat.	CAS.	3700
Int. Harvester	SD-46	2		117	P30x5	P32x6	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	Bos-A.	None.	P.Long.	Own	M.M.	Eat.	S.	½	H*	Eat.	CAS.	3750
Int. Harvester	SF-46	2		140°	P32x6	P34x7	Lyc 4SL	6-3¼x4½	25.3	Zen.	V.	D-R.	D-R.	P.Long.	Own	M.M.	Eat.	S.	½	H*	Eat.	CAS.	3955
Int. Harvest'	HS-54, HS-54C	2½		148°	S36x5‡	S36x10°‡	Ha S151	4-4¼x5½	28.9	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own.	Own°	C°.	D°	E*	Eat.	Own.	7935°
Int. Harvester	54, 54C	2½		140°	S36x5‡	S36x10°‡	Own	4-4¼x5	28.9	Zen.	G.	Bos-R.	D-R*	P.Own	Own	Own.	Own°	C°.	D°	B*	Own.	Own.	6400°
Int. Harvester	74 74C	3½		154°	S36x6‡	S40x12	Own	4-4¼x5	28.9	Zen.	G.	Bos-R.	D-R*	D.Own	Own	Own.	Own	C.	D.	B*	Own.	Own.	8715°
Int. Harvester	HS-74, HS-74C	3½		160°	S36x6‡	S40x12	Ha S152	4-4¾x5½	36.1	Zen.	G.	Bos-R.	D-R*.	P.Own	Own	Own.	Eat 74-100,000	C°.	D°	E*.	Eat.	Own.	10290°
Int Harvester.	104 C	5		154°	S36x6	S40x14	Own	4-4¼x5	28.9	Zen.	G.	Bos-R.	D-R*.	D.Own	Own	Own.	Own	C.	D.	B*.	Eat.	Own.	8900
Int. Harvester	HS 104C	5		160°	36x6‡	S40x14	Ha S 152	4-4¾x5½	36.1	Zen.	G.	Bos-R.	D-R*.	P.Own	Own	Own.	Own	C.	D.	H.	Eat.	Own.	10455
Int. Harvester.	54C, 74C	TT		137	S36x6°	S36x12°	Own	4-4¼x5	28.9	Zen.	G.	Bos-R.	Opt.	D.Own	Own	Own.	Own	C.	D.	B*.	Own.	Own.	8315°
Int. Harvester.	HS-54, HS-54C	TT		130°	S36x5	S36x8	Ha S 151	4-4¼x5½	28.9	Own	G.	Bos-R.	D-R*.	P.Own	Own	Own.	Own°	C°.	D°	E*.	Eat.	Own.	7900°
Int. Harvester.	HS-74	TT		144°	S36x6	S40x12	Ha S 152	4-4¾x5½	36.1	Own	G.	Bos-R.	D-R*.	P.Own	Own	Own.	Eat 74-100,000	R.	F.	B*.	Eat.	Own.	9650
Int. Harvester.	HS-74C, HS-104C	TT		146°	S36x6	S40x12°	Ha S 152	4-4¾x5½	36.1	Own	G.	Bos-R.	D-R*.	P.Own	Own	Own.	Own	C.	D.	E*.	Eat.	Own.	10250°
Kenworth	45	1½	1785	152°	P30x5	P30x5	Buda WTU	4-3¾x5½	22.5	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 31.	Spi.	Cla 506.	B.	½	G†	Cla.	Ross.	3400
Kenworth	55	2	2085	163°	P32x6	P32x6	Buda HS 6	6-3¾x4½	27.3	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Cla 506.	B.	½	G†	Cla.	Ross.	3600
Kenworth	D	2½	3130	158°	P32x6	DP32x6	Buda KBU-I	4-4x5¼	25.6	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Tim 63720H	W.	F.	G†	Tim.	Ross.	4700
Kenworth	J	3	3750	172°	S36x5	S36x10	Buda EBU	4-4¼x5½	28.9	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 51.	Spi.	Tim 65700S.	W.	F.	A*	Tim.	Ross.	6300
Kenworth	G	3	3450	172°	P32x6	DP32x6	Buda DW 6	6-3¾x5	33.7	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Cla B 720.	B.	½	A*	Tim.	Ross.	5200
Kenworth	N	4	4395	170°	S36x6‡	S40x12	Buda YBU	4-4½x6	32.4	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 60.	Spi.	Tim 66700S.	W.	F.	A*	Tim.	Ross.	8800
Kenworth	S	5	5250	178°	S36x6	S40x14	Buda BTU	4-5x6½	40.0	Zen.	V.	Bos-R.	D-R.	D.B-L.	B-L 60 Max	Spi.	Tim 68700SP.	W.	F.	B*	Tim.	Ross.	9700
Kenworth		10	5975	181	S36x7	DS40x8	Wau GU	4-5⅝x6¼	46.2	Str.	V.	Bos-R.	D-R.	D.B-L.	B-L 60 Max	Spi.	Tim 68700.	W.	F.	B*	Tim.	Ross.	1000
King Zeitler	42 A	2		156°	P32x6	DP32x6	Con 15C	6-3¾x4⅝	27.3	Zen.	G.	A-L.	A-L.	D.B-L.	B-L 31.	Blo.	Tim 5620.	B.	F.	A*	Shu.	Ross.	.....
King Zeitler	35, 45	2½°		156°	S36°x5‡	S36°x8°‡	Con S4	4-4¼x4½	28.9	Str.	G.	Bos-R°.	A-L‡.	D.B-L.	B-L 35°.	Blo.	Tim 65000D	W.	F.	A*	Tim.	Ross.	5400°
King Zeitler	60	3		153°	S36x5‡	S36x10	Con K4	4-4½x5½	27.2	Str.	G.	Eis.	A-L.	D.B-L.	B-L 51.	Blo.	Tim 65700D	W.	F.	A*	Tim.	Ross.	6200
King Zeitler	62 A	3			P34x7	DP34x7	Con 6B	6-3¾x5	33.7	Zen.	G.	Bos-R.	Bos-R.	D.B-L.	B-L 55 Max	Blo.	Tim 65700SP.	W.	F.	B*	Tim.	Ross.	6200
King Zeitler	75	3½		156°	S36x6‡	S40x12‡	Con L4	4-4½x5½	32.4	Str.	G.	Eis.	A-L‡.	D.B-L.	B-L 55 Max	Blo.	Tim 66600.	W.	F.	A*	Tim.	Ross.	7800
Kissel		1½°		152°	S°36°x4°	‡S°36°x6°	‡Own 40,000	4-3¾x5½	24.1	Str.	V.	Eis°.	D-R‡.	D.W-G.	W-G T 38L	Spi.	Tim 6462°.	W	½	A*	Tim.	Ross.	4100°
Kissel		2½		168	S36x4	S36x8‡	Own 50,000	4-4¼x5½	28.9	Str.	V.	Eis.	D-R‡.	D.W-G.	Ful G7.	Spi.	Tim 6566.	W	F.	A*	Tim.	Ross.	5100
Kissel (Heavy Duty)	Goliath	4,5		168	S36x6°	S40°x14°	Wau DU	4-4½x6¼	32.4	Str.	V.	Eis.		P°B-L°	Ful H.	Spi.	Tim 17300°.	W	½	A*	Tim.	Ross.	8800°
Kleiber		¾	1170	121	B30x5.50	B30x5.50	Con	6-2⅞x4¾	19.8	Str.	V.	D-R.	D-R.	B-L.	B-L 20.	Spi.	Tim 52604.	B.	½	H.	Tim.	Ross.	2400
Kleiber		1,1½	1450	140	P30x5	P30x5	Con	6-3⅜x4	27.3	Str.	G.	D-R.	D-R.	D.B-L.	B-L 20.	Spi.	Tim 5260.	B.	½	B†	Tim.	Ross.	3000
Kleiber		2	3100	147°	S36x4‡	S36x7‡	Con K4	4-4½x5¼	27.2	Str.	V.	Bos-R.	None.	D.B-L.	B-L 50.	Spi.	Tim 64600D	W	½	A†.	Tim.	Ross.	5200
Kleiber		2°	2450°	170°	P32x6	DP°32x6	Con 8R	6-3⅜x4½	27.3	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Tim 5620H	B.	F.	A†.	Tim.	Ross.	4600°
Kleiber	Speed	2½,3	4000°	190°	P34°x7°.	DP34°x7°	Con° 6B	6-3¾x5	33.7	Str.	G°	Bos-R°.	Bos-R°.	D.B-L.	B-L 55.	Spi.	Tim 65600°.	W	F.	A°.	Tim.	Ross.	6200°
Kleiber		3°	4100°	163°	S36x5	DS36x5‡	Con L4	4-4½x5½	32.4	Str.	V.	Bos-R.	Bos-A.	D.B-L.	B-L 60°		Tim 65700D				Tim.	Ross.	.....
Kleiber	Special	3	4350	163	S36x5	S36x12	Buda BUS.	6-4x5½	38.4	Str.	V.	Bos-R.	Bos-A.	D.B-L.	B-L 60.		Tim 65700SP.				Tim.	Ross.	.....
Kleiber		4	5000	202	P36x8	DP36x8	Buda BUS.	6-4x5⅛	38.4	Str.	V.	Bos-R.		B-L.	B-L 60.	Spi.	Tim 65700SP.	W	F.		Tim.	Ross	7500
Kleiber		3½,5	5400°	185°	S36x6°‡	S°40°x14‡	°Con B 5	4-4¾x6	36.1	Str.	V.	Bos-R.		D.B-L.	B-L 60.	Spi.	Tim 6760°.	W	F.	A.	Tim.	Ross.	10400°
Lange	G	1½	2950	145°	S34x4‡	S34x7‡	Con J4	4-3⅜x5	22.5	Str.	V.	Bos-R.	None.	D.B-L.	B-L 35.	Pet.	Tim 64600D	W	½	A*.	Tim.	Ross.	4700
Lange	K	1½	2050	140°	P32x6	P32x6	Con 15C	6-3⅜x4⅝	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 31.	Pet.	Tim 5620.	B.	F.	A*.	Shu.	Ross.	3900
Lange	L	2		145°	P32x6	DP32x6	Her YXA	6-3⅜x4¾	33.7	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Pet.	Wis 6617.	R.	F.	A*.	Shu.	Ross.	5600
Lange	E, E3	2½,3	3850°	149½°	S36x5°	S36x10°	Con K4	4-4½x5¼	27.2	Str.	V.	A-L°.	None.	D.B-L.	B-L 51.	Pet.	Tim 65700D°	W	F.	A.	Tim.	Ross.	5950
Lange	H-1	3		156°	S36x5	S36x10	Her YXB	6-4x4¾	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 55.	Pet.	Tim 65700D	W	F.	A*.	Tim.	Ross.	6850
Lange	M, F6	3,3½	4650°	168°	S°36°x5°	S°36°x12°	Her YXC	6-4¾x4¾	45.9	Zen.	V.	A-L°.		D.B-L.	B-L 55°.	Pet.	Tim°66700°.	W°	F.	A*.	Tim.	Ross.	8100°
Larrabee Deyo	20, 30	1,1½		143°	P32°x6°	P32°x6°	Con 16C	6-3⅜x4⅝		Zen.				D.B-L.	B-L.		Col	B.	F.	E†.		Ross.	.....
Larrabee Deyo	40, 50	2,2½		164°	P32x6	P°32x6	Con 16R	6-4x4½	38.4	Zen.				D.B-L.	B-L.		Wis.	R.	F.	E†.		Ross.	.....
Larrabee Deyo	60	3		166	P34x7	DP34x7	Con 18 R.	6-4x4½	38.4	Zen.				D.B-L.	B-L.		Tim.	W	F.	E†	Tim.	Ross.	.....
Larrabee Deyo	70	3½		184°	P34x7	P34x7	Con 20 R.	6-4½x4¾	40.9	Zen.				D.B-L.	B-L.		Tim.	W	F.	E†.	Tim.	Ross.	.....
Luedinghaus		1,1½		144°	S°34°x4°	‡S°34°x6°	‡Wau V	4-4x5	25.6	Zen.	G.	Eis.	A-L.	D.Ful.	Ful SU 103	pi.	Tim 5620°.	W°	½	A*	Shu.	Ross.	4500°
Luedinghaus		2½		145°	S36x5‡	S36x8‡	Wau FU	4-4x5¾	25.6	Zen.		Eis.	None.	D.Ful.	Ful GU 14.	Spi.	Tim 6500D	W	F.	A*.	Shu.	Ross.	4900
Luedinghaus		3½		160°	S36x6	S40x12	Wau DU	4-4½x6¼	32.4	Zen.	G.	Eis.	A-L.	D.B-L.	B-L 55	Spi.	Tim 6666.	W	F.	A*.	Shu.	Ross.	7760
Luedinghaus		5		160°	S36x6‡	S40x6‡	Wau EU	4-5x6¼	40.0	Zen.	G.	Eis.	Opt‡.	D.B-L.	B-L 60.	Spi.	Tim 67600.	W	F.	A*.	Shu.	Ross.	9500
Maccar	36	1¼		140°	P32x6	P32x6	Buda HS	6-3⅝x4½	27.3	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 31.	Spi.	Eat 1002.	B.	½	A*.	Shu.	Ross.	3700
Maccar	46	2		150°	P32x6	DP32x6	Wis Y	6-3⅝x5	27.3	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Wis 6600	R.	F.	A‡.	Shu.	Ross.	5200
Maccar	64	3		177°	S36x5	DS36x5	Buda YBU-I	4-4½x6	32.4	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Tim 65700S.	W.	F.	A‡.	Tim.	Ross.	7500
Maccar	66	3		177°	S36x5	DS36x5	Buda BA	6-4¼x5⅛	40.8	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 55.	Spi.	Tim 65700S.	W.	F.	A‡.	Tim.	Ross.	7500
Maccar	G1	5		186°	S36x6	DS40x6	Wis RBU	4-5x6	40.0	Str.	V.	Eis.	D-R.	D-R.	B-L 60.	Spi.	Tim 6760D	W	F.	A*.	Tim.	Ross.	8975
Mack	BB	1½	3500	165½°	S32x6	DS32x6	Own AB	4-4¼x5	29.8	Str.	E.	N-E.	N-E.	D.Own.	Own AB.	Spi.	Own BB.	R.	F.	G*	Own*	Own.	.....
Mack	AB	1½	3000	146½°	S36x4	DS36x4	Own AB	4-4¼x5	29.8	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	C.	D.	B*.	Own.	Own.	.....
Mack	AB	1½	3450	164½°	S36x4	DS36x4	Own AB	4-4¼x5	29.8	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	R.	F.	B*.	Own.	Own.	.....
Mack	AB	2	3000	146½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	C.	D.	B*.	Own.	Own.	.....
Mack	AB	2	3450	164½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	R.	F.	B*.	Own.	Own.	.....
Mack	AB	2½	3400	146½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	C.	D.	B*.	Own.	Own.	.....
Mack	AB	2½	3850	164½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	R.	F.	B*.	Own.	Own.	.....
Mack	AB	3	3400	146½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	C.	D.	B*.	Own.	Own.	.....
Mack	AB	3	3850	164½°	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	R.	F.	B*.	Own.	Own.	.....
Mack	BJ	3	5800	168½°	S36x8	DS36x8	Own A-L	6-4¼x5	43.3	Str.	E.	N-E.	N-E.	P.Own.	Own AL.	Spi.	Own AL.	R.	F.	G*	Own.	Own.	.....
Mack	AC	3½	4950	168°	S36x5	DS40x5	Own AC	4-5x6	40.0	Str.	G.	Spl.	N-E‡.	P.Own.	Own AC.	Spi.	Own AC.	C.	D.	D*	Own.	Own.	.....
Mack	AK	3½	4850	174°	S36x5	DS36x5	Own AC	4-5x6	40.0	Str.	G.	Spl.	N-E‡.	P.Own.	Own AK.	Spi.	Own AK.	R.	F.	G‡	Own.	Own.	.....
Mack	BJ	4	5800	168½°	S36x8	DS36x8	Own A-L	4-4¼x5	43.3	Str.	E.	N-E.	N-E.	P.Own.	Own AL.	Spi.	Own AL.	R.	F.	G*	Own.	Own.	.....
Mack	AC	5	4950	168°	S36x5	DS40x5	Own AC	4-5x6	40.0	Str.	G.	Spl.	N-E‡.	P.Own.	Own AC.	Spi.	Own AC.	C.	D.	D*	Own.	Own.	.....
Mack	AK	5	4850	174°	S36x5	DS36x5	Own AK	4-4⅝x6	34.3	Str.	G.	Spl.	N-E‡.	P.Own.	Own AK.	Spi.	Own AK.	R.	F.	G‡	Own.	Own.	.....
Mack	AC	7½	6000	168°	S36x7	DS40x7	Own AC	4-5x6	40.0	Str.	G.	Spl.	N-E‡.	P.Own.	Own AC.	Spi.	Own AC.	C.	D.	D*	Own.	Own.	.....
Mack	AB	TT5-6	3400	122½	S36x4	DS36x4	Own AB	4-4¼x5	28.9	Str.	G.	Spl.	N-E‡.	D.Own.	Own AB.	Spi.	Own AB.	C.	D.	B*.	Own.	Own.	.....
Mack	AC	TT7-10	4950	128	S34x5	DS35x5	Own AC	4-5x6	40.0	Str.	G.	Spl.	N-E‡.	P.Own.	Own AC.	Spi.	Own AC.	C.	D.	D*	Own.	Own.	.....
Mack	AC	TT14	5500	128	S34x6	DS36x6	Own AC	4-5x6	40.0	Str.	G.	Spl.	N-E‡.	P.Own.	Own AC.	Spi.	Own AC.	C.	D.	D*	Own.	Own.	.....
Mack	AC	TT 15	6000	128	S34x7	DS36x7	Own AC	4-5x6	40.0	Str.	G.	Spl.	N-E‡.	P.Own.	Own AC.	Spi.	Own AC.	C.	D.	D*	Own.	Own.	.....
Master	11	1¼		132	P35x5	P35x5	Buda WTU	4-3¾x5½	22.5	Zen.	G.	Bos-A.	Bos-A.	D.Ful.	Ful SU.	Spi.	Cla.	S.	½	A*.	Tim.	Ross.	3000
Master	21	1½		142°	S34x4	S36x7	Buda KBU-I	4-4x5¼	25.6	Zen.	V.	Opt.	None.	D.Ful.	Ful SU.	Spi.	Tim 6462.	W	½	A*.	She.	Ross.	4000
Master	41A	2½		154°	S36x5	S36x10	Buda ETU	4-4¼x5½	28.9	Zen.		Eis.		D.Ful.	Ful G.	Spi.	Tim 6566.	W	F.	A‡.	Tim.	Ross.	6250
Master	51	3½		158°	S36x5	S40x12	Buda YBU-I.	4-4½x6	32.4	Zen.		Opt.		D.Ful.	Ful H.	Spi.	Tim 6666.	W	F.	A‡.	Tim.	Ross.	8400
Master	45, 55	3½°		158°	S36x5	S40°x12	Jackson	4-4¼x6⅝	28.9	Str.		Spl°.		D.Ful.	Ful H°.	Spi.	Tim 6666°.	W	F.	A‡.	Tim.	Ross.	8400
Master	61, 64	5°		170°	S36x6°	S40x14°	Buda BTU	4-5x6½	40.0	Zen.	V.	Opt°.	None.	D.Ful.	Ful H°.	Spi.	Tim 6766°.	W	F.	A‡.	Tim.	Ross.	.....
McCarron	B1	2½		156	S36x5	S36x10	Con.	4-4¼x4½	28.9	Str.	V.	Bos-A.	A-L.	D.Ful.	Ful.	Blo.	Tim 65600D	W	F.	A.	Tim.	Ross.	5600
Menominee	HTN	1½	1800	144	P32x6	P32x6	Wis SU	4-4x5	25.6	Zen.	V.	Eis.	A-L.	P.B&B.	Det KL.	Blo.	Col 54000.	B.	F.	A.	Col.	Ross.	3250
Menominee	HX	2		132°	P32x6	P32x6	Wis W	4-4⅜x5	27.2	Zen.	V.	Eis.	A-L.	P.B&B.	Cot AU.	Pic.	Wis 6600	R.	F.	A.	Wis.	Ross.	4850
Menominee	HX 6	2½		155°	P34x7	P36x8	Wau 6 XK.	6-3¾x4½	33.7	Zen.	V.	A-L.	A-L.	P.B&B.	Cot AU.	Pic.	Wis 6600	R.	F.	A.	Shu.	Ross.	5950
Menominee	N	3½	3715	165°	P34x7	DP34x7	Wau 6 KS.	6-4x4¾	38.4	Str.	V.	D-R.	D-R.	P.B&B.	Cot RUD.	Pic.	Wis 8800.	R.	F.	A.	Shu.	Ross.	6200
Moreland	R16, B6	1½,2	2200°	156°	S36°x4°	S36°x6	Con 16C	6-3⅝x4⅝	27.3	Zen.	O.	A-L.	A-L.	D.B-L.	B-L 35.	Pet.	Tim 63721H°	W°	½	E†.	Tim.	Ross	4200°
Moreland	E6, EX 6	3½,4	3750°	182°	S°36°x4°	S°36°x8°	Her WXC	6-4x4½	38.4	Zen.	O.	A-L.	A-L.	Own°	B-L 51.	Pet.	Tim 65704S°.	W	F.	A‡.	Tim.	Ross	6500°
Moreland	H6, HDS	5, 6	5725°	192°	S36x6°	S36x8°	Her YXC	6-4⅜x4¾	45.9	Zen.	O.	A-L.	A-L.	Own.	B-L 60°.	Pet.	Own°	W	F.	A‡.	Tim.	Ross.	9500°
Moreland	SD	6–10	6950	216	S36x7	S36x10	Con 16T	6-4¼x5½	43.3	Str.	O.	A-L.	A-L.	Own.	B-L 60.	Pet.	Own	W	F.	A‡.	Tim.	Ross.	10800
Moreland	TD	6–10	8600	221	S36x7	S36x10	Con 15H	6-4½x5¾	48.6	Str.	O.	A-L.	A-L.	B-L.	B-L 70.	Pet.	Own	W	F.	A‡.	Tim.	Ross.	11500

American Gasoline

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE Front	TIRES TYPE & SIZE Rear	ENGINE Make and Model	ENGINE No. of Cyls. Bore and Stroke (Ins.)	ENGINE NACC H.P.	FUEL Carbureter	FUEL Feed Type	ELECTRICAL SYSTEM Ignition Make	ELECTRICAL SYSTEM Generator and Starter Make	Clutch Type and Make	Gearset Make and Model	Universals Make	REAR AXLE Make and Model	REAR AXLE Final Drive	REAR AXLE Axle Type	Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
Noble	134	½	.....	170	P32x6	P32x6	Buda KBU	4-4x5¼	25.6	Str.	V.	A-L.	Bos-A.	D.Ful.	Ful SU 12	Blo.	Tim 5620	B.	F.	A.	Tim.	Ross.	4150
Noble	146B, 146W	2	.....	166	P32x6	DP32x6	Buda HS 6	6-3⅜x4½	27.3	Str.	V.	A-L.	A-L.	D.Ful.	Ful KU 12	Blo.	Tim 63720D°	W°	F.		Tim.	Ross.	4475°
Noble	156	2½	.....	176	P32x6	DP32x6	Buda DW 6	6-3¾x5	33.7	Str.	V.	A-L.	A-L.	D.Ful.	Ful	Blo.	Tim 65000BX	W.	F.	B.	Tim.	Ross.	5300
Noble	164	3	.....	168	S36x5	S36x10	Buda EBU	4-4½x5½	28.9	Str.	V.	Fis.		D.Ful.	Ful	Blo.	Tim 65704D	W.	F.	A.	Tim.	Ross.	6150
Noble	166	3	.....	190	P34x7	DP34x7	Buda BA 6	6-4½x5½	40.8	Str.	V.	A-L.	A-L.	D.Ful.	Ful	Blo.	Tim 65706D	W.	F.	A.	Tim.	Ross.	6475
Noble	184	4	.....	166	S36x5	S36x12	Buda YBU	4-4½x6	32.4	Str.	V.	Eis.		D.Ful.	W-G T-53	Blo	Tim 66700D	W	F.	A.	Tim.	Ross.	7550
Oneida	A-9, B-9	1½,2	.....	144°	P32°x6°	P34°x7°	Her OX	4-4x5	25.6	Str.		Apo.	A-L.	Ful	Ful GC°.	Pet°	Tim 64600°.	W°	½°	A.	Shu.	Ross.	4800°
Oneida	CC9	3	.....	160°	P34x7	DP34x7	Wis HB	6-3¾x5	33.7	Str.	V.	Apo.	A-L.	D.Ful.	Ful GCL	Pet.	Tim 65600D	W.	F.	A.	Shu.	Ross.	5200
Oneida	C-9. D-9	2¾,3½	.....	170°	S°38°x7	S°40°x14°	Her L°	4-4½x5¾	32.4	Str.		Apo.	A-L.	B-L°.	B-L°60°.	Pet	Tim 6660°.	W.	F.	A.	Con°	Ross.	7885°
Oneida	E-9	5	.....	180	S36x8	DS40x7	Her G	4-4¾x5¾	36.1	Str.		Apo.	A-L.	B-L.	B-L 60	Pet	Tim 67660	W.	F.	A.	Tim.	Ross.	9400
Oshkosh Exp. RR, Exp. R		1½	2080°	165°	P32x6	P34x7	Her OX	4-4x5	25.6	Zen.	V.	Bos-R.	L-N.	D.B-L.	B-L 31	Blo	Wis 4600	R.	F.	A°.	Wis.	Han.	4300°
Oshkosh	AW, AAW	2	3080°	130°	P36x6	P36x6	Wis SU	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Pet	Own A°	B.	F.	B*.	Own.	Ross.	4250°
Oshkosh	Exp. R6, RR6	2	2480°	165°	P32x6	P34x7	Wis Y	6-3⅜x5	27.3	Zen.	V.	Bos-R.	L-N.	D.B-L.	B-L 35	Blo	Wis 4600	R.	F.	A*.	Wis.	Han.	4450°
Oshkosh	K, KK, M, MM	2½	2890°	170°	S°36x6°‡	S°36x8‡	Her OX	4-4x5	25.6	Zen.	V.	Bos-R°.	L-N°.	D.B-L.	B-L 51	Blo	Wis°F65B°.	R°	F.	A*.	Wis°.	Han°	5350°
Oshkosh	H, HH	3	4175°	146°	S36x8°‡	S36x10°‡	Her L	4-4½x5¾	32.4	Zen.	V.	Bos-R.	L-N.	D.B-L.	B-L 55	Blo	Own H	R.	F.	B*.	Own.	Han.	6975°
Oshkosh	H6, HH6	3½	4725°	146°	S36x8‡	S36x10‡	Her YXC	6-4⅜x4¾	45.9	Zen.	V.	Bos-R.	L-N.	D.B-L.	B-L 55	Blo	Own H°	R.	F.	B*.	Own.	Han.	4725°
Oshksoh	F	5	5180	146	S36x8‡	S36x12‡	Wau EU	4-5x6¼	40.0	Zen.	V.	Bos-R.	None	D.Ful.	Ful HU	Blo	Own	B.	F.	B*.	Own.	Han.	8350
Pierce-Arrow	XA	2	3500	150°	S36x4‡	DS36x5‡	Own XA	4-4x5½	25.6	Str.	P.	D-R.	D-R.	D.Own	Own XA	Spi.	Own XA	W.	½.	A.	Own.	Own.	6280
Pierce-Arrow	FA	2	2450	140°	S32x6	S34x7	Own FA	6-3½x5	29.4	Str.	E.	D-R.	D-R.	P.B&B.	B-L.	Spi.	Tim	B.	F.	E*.	Own.	Gem.	3855
Pierce-Arrow	XB, HB	3,3½	4500°	156°	S36x5	DS36x6°	Own	4-4x5½	25.5	Str.	P.	D-R.	D-R.	D.Own.	B-L 55°.	Spi.	Own	W.	F°.	B°.	Tim°	Own	7800°
Pierce-Arrow	WC, RD	4, 5	5400°	162°	S36x6°	DS36x7°	Own RD°	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own RD°	Spi.	Own RD°	W.	F.	B*.	Own.	Own.	8750°
Pierce-Arrow	RF	7½	5600	168°	S36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own RF.	Spi.	Own RF	W.	F.	B*.	Own.	Own.	9540
Pierce-Arrow	XB	TT	3750	140	S36x5	S36x5	Own XB	4-4x5½	25.6	Str.	P.	D-R.	D-R.	D.Own.	Own XB	Spi.	Own XB	W.	½.	A*.	Own.	Own.	6180
Pierce-Arrow	RD, RF	TT	5600°	132°	S36x6	S36x7°	Own RF°.	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D.Own.	Own RF°.	Spi.	Own RF°	W.	F.	B*.	Own.	Own.	9340°
Rehberger	A	2	.....	162°	S36x4	S36x7	Buda KTU	4-4x5¼	25.6	Zen.	V.	Eis.	D-R‡.	D.B-L.	B-L 35.	Spi.	Tim 6462	W.	½.	A*.	Shu.	Ross.	5060
Rehberger	B, C	2, 4	.....	174°	S36x6°	S36x12°	Buda YBU	4-4½x6	32.4	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 55°.	Spi.	Tim 6666°	W.	F.	A*.	Tim°	Ross.	7940°
Rehberger	D	5	.....	186°	S36x6	S40x14	Buda BTU	4-5x6½	40.0	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 60.	Spi.	Tim 6760	W.	F.	A*.	Tim.	Ross.	10010
Relay	30A, 40A	1½,2	.....	168	P36°x6°	DP36°x6°	Buda DS6	6-3⅝x5	31.2	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Blo	Own 30	R.	F.	E.	Tim.	Han.	5500°
Relay	50C, 60C	2½,3	.....	175	P36x6	S36x12°	Buda BUS.	6-4x5½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51.	Blo	Relay 60°		F.	E.	Tim.	Ross.	7450°
Relay	70C, 80C	3½,4	175	P36x6	P°40x14°	Buda BA6.	6-4½x5½	40.8	Zen.	V.	A-L.	A-L.	P.B&B.	Cov SHO.	Blo	Own 74	R.	F.	A.	Tim.	Ross.	8800°
Reo.Spd.Wgn.Jr.,DA,DC		½,1	995°	123°	P°30°x5°	P°30°x5°	Con 16E	6-3⅜x4	27.3	Sch.	V.	N-E.	N-E.	P.B&B.	W-G	Pet°	Own°	S.	½.	E†.	Own°	Ross.	2755°
Reo	FA	1½	1245	133°	P32x6	P32x6	Own	6-3⅜x5	24.3	Sch.	V.	N-E.	N-E.	D.B-L.	Own	Pet	Own	S.	½.	E†.	Own.	Own.	3250
Reo	FC, GA	2, 3	1985°	159°	P32°x6°	DP32°x6°	Own	6-3⅜x5	24.3	Sch.	V.	N-E.	N-E.	D.B-L.	W-G.	Pet	Own	S.	F.	E†.	Own.	Own.	4560°
Republic	75, 76	1½,1½	.....	145½°	P30x5	P32°x6°	Lyc CT	4-3¾x5	22.5	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M.	Eat.	B.	½.	A*.	Eat.	Han.	3350°
Republic	75-6, 76-6	1½,1½	.....	150½°	P30°x5	P32°x6°	Lyc 4 SL	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M	Eat.	B.	½.	A*.	Eat.	Han.	3500°
Republic	15	2	.....	153°	S34x4	S34x7	Con J4	4-3¾x5	22.5	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M	Eat.	I.	D.	B*.	Eat.	Jac.	4200
Republic	88, 15W	2	.....	153°	S°34°x4°	S°34°x7°	Wau°V°	4-4x5	25.6	Zen.	V.	Bos-A°.	A-L°.	D.Ful.	Ful	U-M	Eat.	I°.	D°	B*.	Eat.	Jac°	4200°
Republic	88-6, 50	2	.....	154°	P30x5	DP30x5	Lyc 4SL°	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L°.	D.Ful.	Ful	U-M	Eat.	B.	½.	B*.	Eat.	Han.	4100°
Republic	60	2½	.....	163°	P32x6	DP32x6	Lyc TF	6-3⅝x5	31.5	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M	Eat.	B.	¾.	E*.	Eat.	Han.	4600
Republic	85, 58	2½°	.....	122°	P32°x6°	DP32°x6°	Lyc C4	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M	Eat.	B.	¾°	B*.	Eat.	Han.	4300°
Republic	58-6	2½	.....	122	P32x6	DP32x6	Lyc 4SG	6-3¼x4½	25.3	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M	Eat.	B.	¾.	B*.	Eat.	Han.	4300
Republic	25	3	.....	165°	S36x5	S36x10	Con K 4	4-4½x5¼	27.2	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M	Eat.	I.	D.	B*.	Eat.	Jac.	5800
Republic	65	3	.....	179°	P34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D.Ful.	Ful	U-M	Eat.	R.	F.	G*.	Eat.	Han.	6100
Republic. 25W, S25 W, 30W		3,3½,4½	.....	165°	S36x5	S36x12°	Wau CU	4-4⅜x5¾	30.6	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M	Eat.	R°	F°.	B*.	Eat°	Jac°.	6100°
Republic	30	4½	.....	170°	S36x5	S36x12	Con L4	4-4½x5½	32.4	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M	Eat.	I.	D.	B.	Shu.	Han.	6700
Republic	35	5	.....	170°	S36x6	S36x14	Wau DU	4-4½x6¼	32.4	Zen.	V.	Bos-A.	A-L.	D.Ful.	Ful	U-M	Eat.	I.	D.	B*.	Shu.	Han.	7500
Rugby Fast Mail		¾	725	110	B29x5.00	B29x5.00	Con.	6-2⅞x4¾	19.8	Til.	V.	A-L.	A-L.	P.Own.	Own	Spi.	Own	S.	½.	E*.	Own.	Own.	1760
Rugby Express		1	975	128	P30x5	P30x5	Con.	6-2¾x4¾	18.2	Til.	V.	A-L.	A-L.	P.Own.	Own	Spi.	Sal	S.	½.	E*.	Sal.	Gem.	2510
Sanford	S	1½	.....	120°	P30x5	P30x5	Con.	6-2⅞x4¾	19.7	Str.	P.	D-R.	D-R.	D.B-L.	B-L.	Blo	Eat.	B.	½.	E*.	Eat.	Ross.	2900
Sanford	N	1½	.....	150°	P32x6	P32x6	Con 18E	6-3⅜x4	27.3	Str.	V.	D-R.	D-R.	D.B-L.	B-L 20.	Blo	Eat.	B.	½.	H.	Eat.	Ross.	3325
Sanford	F	2	.....	160°	P32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	Str.	V.	D-R.	D-R.	D.B-L.	B-L 20.	Blo	Eat.	B.	½.	H.	Eat.	Ross.	4100
Sanford	O, R	4°	.....	159°	P34°x7°	DP34°x7°	Buda	6-3¾x5	33.7	Str.	P.	D-R.	D-R.	D.B-L.	B-L.		Eat.	R°	F°.	G°	Eat	Ross.	6640°
Saurer	5AD		6000	Opt°	S40x6‡	DS40x7‡	Own 5AD	4-4¼x7⅜	29.3	Own	G.	Sci.	Opt.	K.Own.	Own 5AD	Own.	Own 5AD	B.	F.	A*.	Own	Own.	7500
Saurer		TT	6000	Opt°	S40x6	DS40x7	Own	4-4¼x3⅜	29.3	Own	G.	Sci.	Opt.	K.Own.	Own	Own	Own	B.	F.	B.	Own	Own.	7500
Schacht	H, J	2°	.....	158°	S34x5°	S34x8°	Wis SU	4-4x5	25.6	Zen.	V.	Bos-A.		D.Ful.	Ful GU 7.	Blo	Wis 670B	R.	F.	A*.	Shu.	Ross.	5300°
Schacht	JW	2	.....	166°	P32x6	DP32x6	Wau XL	6-3½x4½	29.4	Zen.	V.	L-N.	L-N.	D.Ful.	Ful GU 7.	Blo	Wis 670D	R.	F.	A*.	Shu.	Ross.	.....
Schacht	T	2½	.....	166°	S34x5	DS34x5	Wau XK	6-3¾x4½	33.7	Zen.	G.	L-N.	L-N.	D.Ful.	Ful GU 14.	Spi.	Wis	R.	F.	A*.	Shu.	Ross.	6200
Schacht	LN6W	3,3½	.....	151°	S36x5	S36x12	Wau KU	6-4¼x4¾	43.3	Zen.	G.	Boe-A.	None	D.B-L.	Ful	Spi.	Own	R.	F.	A‡.	Own.	Own.	7500
Schacht. R, Series R		5,7½	.....	168°	S36x7°	DS40x8°	Wau KU	6-4¼x4¾	43.3	Zen.	G.	Bos-A.	None	D.B-L.	B-L.	Spi.	Own	W.	F.	A‡.	Own.	Ross.	10600
Schacht		TT 5	.....	130	S34x5	S34x10	Wau XK	6-3¾x4½	33.7	Zen.	G.	L-N.	L-N.	D.Ful.	Ful	Spi.	Own	W.	F.	A.	Own.	Ross.	6200°
Schacht		TT7°	.....	130	S36x6°	DS40x7°	Wau KU	6-4¼x4¾	43.3	Zen.	G.	Bos-A.	None	D.B-L.	B-L°.	Spi.	Own	W°	F.	B.	Own.	Ross.	10000°
Selden	17	1½	.....	142	P30x5	P30x5	Con 18 E	6-3⅜x4	27.3	Str.	V.	D-R.	D-R.	P.B&B.	W-G.	Blo	Col	B.	½.	E*.	Col	Ross.	3750
Selden	Unit 35	2	.....	151°	S34x4	S34x5	Con S4	4-4¼x4½	28.9	Str.	G.	D-R.	D-R.	D.B-L.	B-L 31.	Blo	Cla 506	B.	½.		Shu.	Ross.	4600
Selden	Roadmast' 47X,47	3°	.....	165°	P32°x6°	DP32°x6°	Con 6B	6-3¾x5	33.7	Str.	V.	D-R.	Bos-A.	D.B-L.	B-L 35°.		Cla°720	S°	½.	A‡.	Shu.	Ross.	5500°
Selden	Unit 37	2	.....	151°	P30x5	DP30x5	Con C 15	6-3⅜x4½	27.3	Str.	G.	D-R.	D-R.	D.Own.	Own	Blo.	Cla 506	B.	½.		Shu.	Ross.	4600
Selden	Pacemaker	2¼	.....	142°	S30x5	S30x5	Con S4	4-4¼x4½	28.9	Str.	G.	D-R.	D-R.	D.B-L.	B-L 31.		Cla	B.	½.	A*.	Shu.	Ross.	4300
Service	20Z, 25Z	1, 1¼	.....	136	P32°x6°	P32°x6°	Buda HS 6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B&B.	Mun T23N	Spi.	Col	S.	F.	E.	Col	Han.	3550°
Service	S 11Z	1½	.....	168	P30x5	DP30x5	Buda HS 6	6-3⅜x4½	27.3	Zen.	V.	A-L.	A-L.	P.B&B.	Mun T8.	Blo	Tim	S.	F.	E.	Tim.	Han.	4300
Service	30Z, 40Z	1½,2	168	P36°x6°	DP36°x6°	Buda DS 6	6-3⅝x5	31.5	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Blo	Tim 63702	W.	F.	E.	Tim.	Han.	4900°
Service	61L	2½	.....	156	S36x4	S36x10	Buda DW 6	6-3¾x5	33.7	Zen.	V.	Eis.	D-R.	P.B&B.	B-L 51.	Blo	Tim 65600	W.	F.	B.	Tim.	Ross.	6500
Service	50Z, 60Z	2½,3	.....	175°	S36x5	S36x12°	Buda BUS.	6-4x5½	38.4	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51.	Blo	Tim 65706DH	W.	F.	E.	Tim.	Ross.	7100
Service	70Z, 80Z	3½,4	.....	175	S36x6	S36x14°	Buda BA 6	6-4½x5½	40.8	Zen.	V.	A-L.	A-L.	Own	B-L 60.	Blo	Tim 66700D	W.	F.	A.	Tim.	Ross.	8400°
Service	103	5	.....	173°	S36x6	S40x14	Buda YBU-I.	4-4½x6	32.4	Str.	V.	Eis.	D-R.	P.B&B.	B-L 60-7.	Spi.	Tim 6760	W.	F.	A.	Tim.	Ross.	9350
Standard	K, KS	2¾,3½	.....	147°	S36x5‡	S36x8	Con K4	4-4½x5¼	27.2	Str.	G.	Eis.	Bos-A‡.	D.B-L.	B-L 35.	Spi.	Tim 65600SP	W.	F.	A*.	Tim.	Ross.	5400°
Standard	K, KS	3½,5	.....	160°	S36x5	S36x12	Con L4	4-4½x5½	32.4	Str.	V.	Eis.	Bos-A.	D.B-L.	B-L 55°.	Spi.	Tim 66700SP	W.	F.	A*.	Tim.	Ross.	7465°
Standard		5, 7	.....	165°	S36x6	S40x14	Con B5	4-4¾x6	36.1	Str.	V.	Eis.	Bos-A‡.	D.B-L.	B-L 60.	Spi.	Tim 68700SP	W.	F.	A.	Tim.	Ross.	8700°
Sterling	DB7	1¼	.....	137°	P32x6	P32x6	Con 18E	6-3⅜x4	27.3							Spi.	Own			E.	Own		.....
Sterling	DB8-63	1½	.....	150°	P32x6	P32x6	Own 6XL	6-3½x4½	29.4	Zen.	V.	L-N.		D.B-L.	B-L 31.	Spi.	Tim 5620	B.	F.	A.	Tim.	Ross.	3950
Sterling	DW14-64	3	.....	163°	S36x4	S36x8	Own 6XK	6-3¾x4½	33.7	Zen.	V.	Eis.	L-N.	D.B-L.	B-L 51.	Spi.	Tim 65600	W.	F.	B*.	Tim.	Ross.	5625
Sterling	DC21-44	4	.....	160°	S36x5	S36x12	Own CU	4-4⅜x5¾	30.6	Zen.	V.	Eis.	L-N.	D.B-L.	B-L 51.	Spi.	Own	C.	D.	D*.	Tim.	Ross.	7080
Sterling	EW20-44	5	.....	174	S36x5	S40x10	Own DU	4-4½x6¼	32.4	Zen.	V.	Eis.	L-N.	D.B-L.	B-L 60.	Spi.	Tim 66700	W.	F.	A*.	Tim.	Ross.	7750
Sterling	DC25-64	6	.....	166°	S36x6	S40x12	Own 6KU	6-4¼x4¾	43.3	Zen.	V.	Eis.	L-N.	D.B-L.	B-L 55.	Spi.	Own	O.	D.	D*.	Tim.	Ross.	7680
Sterling. EW27-44, EC 29-66A		6,7½	.....	174°	S36x6	S40x14	Own EU	4-5x6¼	40.0	Zen.	V.	Eis.	L-N.	D.B-L.	Own°.	Spi.	Own°	C°.	D°	D*.	Tim.	Ross.	9750
Sterling	EC 29-66A	7½	.....	182°	S36x6	S40x14	Own 6 AB	6-4½x5¾	48.6	Zen.	V.	Eis.	L-N.	D.B-L.	Own°	Spi.	Own°	C°.	D°	D*.	Tim.	Ross.	10380
Stewart	Buddy	¾,1	995°	128°	P30x5°	P30x5°	Lyc	6-2⅞x4¾	19.6	Str.	G.	D-R.	D-R.	D.W-G°	W-G°.	Spi°	Sal°	S.	½.	G*	Own.	Gem.	2773°
Stewart	16	1¼	1295	130°	P32x6	P32x6	Lyc CT	4-3¾x5	22.5	Str.	G.	D-R.	D-R‡.	D.Ful.	Ful SU-1	Spi.	Cla B-365	S.	¼.	G.	Col.	Gem.	2680
Stewart	16X, 24X	1½,1¾	1645°	145°	P30°x5°	DP°30x5	Lyc	6-3¼x4½	25.3	Str.	G.	D-R.	D-R.	D.Ful.	Ful	Spi.	Cla	S.	½.	G*		Ross°	3838°
Stewart	24, 25, 25W	1½,2	1975°	145°	P32°x6°	P°34°x7°	Lyc 4°	4-4x5	25.6	Str.	G.	D-R.	D-R.	D.Ful.		U-P°	Tim°	S°	F°.	G°	Tim°	Ross.	3960°
Stewart	25X, 25XW	2	2095°	145°	P32x6	P34x7	Lyc 4 SL	6-3¼x4½	25.3	Str.	G.	D-R.	D-R.	D.Ful.		U-P.	Tim	W°	F.	G°	Tim.	Ross.	4158°
Stewart	18X	2½	2690	165°	S32x6	DS32x6	Lyc TF	6-3⅝x5	31.5	Str.	V.	D-R.	D-R.	D.Ful.	Ful	U-P.	Tim	W.	F.	G*	Tim.	Ross.	5000
Stewart	19X, 22X	3,4	4200°	165°	S36x5°	S36x12°	Lyc TS	6-3⅞x5	36.2	Str.	G.	D-R.	D-R.	D.Ful.	Ful	Spi.	Tim	W.	F.	A.	Sal.	Ross.	7724°
Studebaker	Erskine 52B	½	675	109	B30x5	S30x5	Con 9F	6-2¾x4½	18.2	Sch.	V.	D-R.	D-R.	D.Long	W-G	Spi.	Tim	B.	½.	H*	Tim.	Gem.	.....
Studebaker	GD-N	1	1075	140	P30x5	P30x5	Own	6-3⅜x4½	27.3	Str.	O.	D-R.	D-R.	P.Long.	Own	Spi.	Own	S.	½.	G*	Own.	Ross.	2860
Studebaker.76 Sp., 75HD		3,3½	3275°	184	B34x7.50	B34x7.50	Own	6-3⅞x5	36.2	B&B	O.	D-R.	D-R.	D.Long	Ful	Spi.	Eat	S.	½.	G*	Eat.	Ross.	5100°
United	16	1	.....	122½	P32x4½	P32x4½	Wau X	4-3½x4½	19.6	Zen.	G.	A-L.	A-L.	P.B&B.	W-G	Blo.	Cla B365	B.	½.	B*.	Shu.	Ross.	2400
United	16C	1	.....	122½	P32x4½	P32x4½	Con 20-L	6-2¾x4¾	18.2	Til.	V.	A-L.	A-L.	P.B&B.	W-G.	Blo	Cla B365	B.	½.	B*.	Shu.	Ross.	2500
United	20C6	1¼	.....	128°	P30x5	P30x5	Con 16C	6-3⅜x4⅝	27.3	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 20B.	Blo	Cla B365	B.	½.	A.	Shu.	Ross.	2900
United	20, 30	1¼,1½	.....	148°	P30x5	P30x5	Her OX	4-4x5	25.6	Str°.	G.	Eis°	A-L.	D.B-L.	B-L 31°.	Blo	Col 54000°	S°	F°.	A.	Shu.	Ross.	3500°
United	30C6	1½	.....	148°	P30x5	P30x5	Con 8R	6-3⅜x4½	27.3	Str.	V.	A-L.	A-L.	D.B-L.	B-L 31.	Blo	Col 54000	S.	F.	A.	Shu.	Ross.	3600
United	32, 50	2,2½	.....	153°	S°34°x4°	S°34°x8°	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L.	D.B-L.	B-L 35°.	Blo	Wis 6600°	R.	F.	A*.	Shu.	Ross.	4800°
United	32C6, 50C6	2,2½	.....	153½°	S°34°x4°	S°34°x8°	Con 6B	6-3¾x5	33.7	Str.	V.	Eis.	A-L.	D.B-L.	B-L 35.	Blo.	Wis 6600°	R.	F.	A*.	Shu.	Ross.	5000
United	70	3½	.....	158⅞°	S36x5	S36x10	Her L	4-4½x5¾	32.4	Str.	G.	Eis.	A-L.	D.B-L.	B-L 55.	Blo.	Wis 1400	R.	F.	A*.	Shu.	Ross.	6200
United	70C6	3½	.....	158⅞°	S36x5	S36x10	Con 8T	6-4½x5¼	30.8	Zen.	V.	Eis.	V-L.	D.B-L.	B-L 55.	Blo.	Wis 1400	R.	F.	A*.	Shu.	Ross.	6400°

Truck Chassis—Continued



TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE Front	TIRES TYPE & SIZE Rear	ENGINE Make and Model	ENGINE No. of Cyls. Bore and Stroke (Ins.)	ENGINE NACC H.P.	FUEL Carbureter	FUEL Feed Type	ELECTRICAL SYSTEM Ignition Make	ELECTRICAL SYSTEM Generator and Starter Make	Clutch Type and Make	Gearset Make and Model	Universals Make	REAR AXLE Make and Model	REAR AXLE Final Drive	REAR AXLE Axle Type	Brakes Location	Front Axle Make	Steering Gear Make	Weight (Lbs.)
United	40D	4	.....	124¼	P34x7	DP34x7	Her OX	4-4x5	25.6	Str	G	Eis	A-L	D.B-L	B-L 35	Blo	Wis 6600	R	F	A*	Shu	Ross	5100
United	100	5	.....	150½°	S36x6	S40x14	Her G	4-4¾x5¾	36.1	Zen	G	Eis	A-L	D.B-L	B-L 60	Blo	Wis 1800	R	F	A*	Shu	Ross	8900
U.S.U.		1	1850	138°	P34x5	P34x5	Buda WTU	4-3¾x5½	22.5	Str	V	A-L	A-L	D.B-L	B-L 31	Blo	Cla B-501	B	½	A*	Shu	Lav	3400
U.S.L.		1½	2450	148°	P32x6	P34x7	Buda HS	6-3⅜x4½	27.3	Str	V	A-L	A-L	D.B-L	B-L 31	Blo	Cla I-D	I	D	A*	Shu	Lav	4200
U.S.N.		1½	1950	144°	S36x3½	S36x6	Buda	4-3¾x5½	22.5	Str	V	A-L	A-L	D.B-L	B-L 31	Blo	Cla I-D	D	D	A*	Shu	Lav	4070
U.S.	21	2	2550	144°	S36x4‡	S36x6‡	Buda WTU	4-3¾x5½	22.5	Str	V	A-L	A-L	D.B-L	B-L 35	Blo	Tim 64600D	W	½	*	Shu	Lav	4550
U.S.	20	2	2650	Opt.	S36x4	S36x7	Buda HS	6-3⅜x4½	27.3	Str	V	A-L	A-L	D.B-L	B-L 35	Blo	Tim 64600D	W	½	A*	Shu	Lav	4800
U.S.	30	3	3375	Opt.	S36x5	S36x10	Buda DW	6-3⅜x5	33.7	Str	V	A-L	A-L	D.B-L	B-L 51	Blo	Tim 65700SP	W	F	B*	Shu	Ross	6300
U.S.	31	3	3275	156°	S36x5	S36x10	Buda EBU-I	4-4¼x5½	28.9	Str	V	Spl	A-L	D.B-L	B-L 51	Blo	Tim 65700SP	W	½	B*	Shu	Lav	6000
U.S.	40	4	4050	168°	S36x6	S36x12	Buda YBU I	4-4½x6	32.4	Str	V	Spl	A-L	D.B-L	B-L 55	Blo	Tim 66700D	W	F	B‡	Tim	Lav	7900
U.S.T.			4500	172°	S36x6	DS40x6	Buda BTU	4-5x6½	40.0	Str	V	Eis	A-L	D.B-L	B-L 60	Blo	Tim 68700S	W	½	B‡	Shu	Lav	9700
Valley		1½,1¾	1595°	132°	P30°x5	Her		4-4x5	25.6		V	D-R	D-R	D.Ful	Ful		Wis°	R°			Shu°		
Valley		2,2½	2395°	150°	P32x6	P32x6	Her	4-4x5	25.6			D-R	D-R	D.Ful	Ful		Wis	R			Shu	Ross	
Valley		3	3495°	145°	P38x7°	P38x7°	Her	4-4¼x5¾	28.9			D-R	D-R	D.Ful	Ful		Wis	R			Shu		
Valley		4	3495	145°	P36x7	P36x7	Her	4-4½x5¾	32.4			D-R	D-R	D.Ful	Ful		Wis	R			Shu	Ross	
Velie		½	1165	112	B30x5.25	B30x5.25	Own	6-3⅛x4¼	24.4	Str	V	A-L	A-L	P.B&B	Roc	Cle	Own	S	½	F	Own	Ross	2352
Velie	Sp. Truck	½	1395	148	P32x6	P32x6	Own	6-3⅛x4⅝	24.4	Str	V	D-R	D-R	P.B&B	W-G	M.M	Col 35,000	B	½	E	Col	Ross	3850
Victor	25	1½	.....	131	P30x5	P30x5	Con	6-2⅞x4¾	19.8	Zen	V	A-L	A-L	D.Cov	Cov JUC	Pic	Col 54,000	S	¾	B	Col	Ross	3000
Victor	41	2	.....	148	P32x6	P34x7	Con 15X	6-3⅜x4⅝	27.3	Zen	V	Eis	D-R	D.Cov	Cov JUC	U-M	Tim	S	F	E†	Tim	Ross	4300
Victor	70	3	.....	156	S36x4‡	S36x8‡	Her WXB	6-3¾x4½	33.7	Zen	G	Eis		D.Cov	Cov Rup4C	U-M	Wis 8800	R	F	A	Shu	Ross	5400
Victor	80	3½	.....	160	S36x5‡	S36x10	Her L	4-4½x5¾	32.4	Zen	V	Eis		D.Cov	Cov Rup4C	U-M	Wis 1450	R	F	A	Shu	Ross	7000
Victor	90		.....	164	S36x7	S36x14	Her G	4-4¾x5¾	36.1	Zen	V	Eis		D.Cov	Cov SB 4	U-M	Wis 1700	R	F	A	Shu	Ross	8500
Wachusett	S	1	.....	152	S34x5	S34x5	Con 8R	4-3¾x5½	22.5	Zen	V	Bos-A	Bos-A	D.B-L	B-L 30	Spi	Tim 5511	W	¼	*	Tim	Ross	3300
Wachusett	J	1½	.....	148°	S36x6	S36x6	Con J4	4-3¾x5	22.5	Zen	V	Bos-A	Bos-A	D.B-L	B-L 35	Spi	Tim 64600D	W	¾	*	Tim	Ross	3300
Wachusett	K	1½	.....	154°			Con K4	4-4¼x5¼	27.2	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	Spi	Tim 6460	W	F	*	Tim	Ross	4800
Wachusett	L	2½	.....	170	S36x5	S36x10	Con L4	4-4½x5½	32.4	Zen	V	Bos-A	Bos-A	D.B-L	B-L 55	Spi	Tim 6560	W	F	*	Tim	Ross	5200
Walter	FK	3½	6100	Opt.	P40x8	P40x8	Own 6	6-4¼x4¾	43.4	Zen	V	Eis	D-R	Own	Own	Own	Own	R	D	E*	Own	Ross	7500
Walter	FHR,FH	5	7600	Opt.	P°40°x8	DP°40x8	Own 6	6-4½x5¾	48.6	Zen	V	Eis	D-R	Own	Own	Own	Own	R	D	E*	Own	Ross	9000°
Walter	FK	TT	6100	Opt.	P40x8	P40x8	Own 6	6-4¼x4¾	43.4	Zen	V	Eis	D-R	Own	Own	Own	Own	R	D	E*	Own	Ross	7500
Walter	FH,FHR	TT	7600	Opt.	S40x8	DS40x8	Own 6	6-4½x5¾	48.6	Zen	V	Eis	D-R	Own	Own	Own	Own	R	D	E*	Own	Ross	10000°
Ward La France	2D	2½	.....	Opt.	S34x4	DS34x4‡	Wau V	4-4x5	25.6	Zen	V	Apo	A-L*	D.B-L	B-L 35	M.M	Tim 65600D	W	F	A	Shu	Ross	5100
Ward La France	2B	3	.....	Opt.	S36x5	DS36x5	Wau CU	4-4⅜x5¾	30.6	Str	G	Apo	A-L	D.B-L	B-L 51	Spi	Tim	W	F	A‡	Tim	Ross	5900
Ward La France	4B6	3½	.....	Opt.	P34x7	DP34x7	Wau 6QL	6-4x5¾	38.4	Zen	V	Bos-R	A-L	D.B-L	B-L 55	Spi	Tim Spec	W	F	B‡	Shu	Ross	7000
Ward La France	4B, 4D	3¼,4	.....	Opt.	S36x5	DS36x6	Wau DU	4-4½x6¼	32.4	Zen°	G	Bos-R°	A-L	D.B-L	B-L60Max°	Spi	Tim 66900°	W	F	B‡	Tim	Ross	8750°
Ward La France	2B6,4D6	3, 4	.....	Opt.	S°36x5°	DS°36x6	Wau 6KU	4-4¼x4¾	43.3	Zen	V	Bos-R	A-L	D.B-L	B-L60Max°	Spi	Tim 66900°	W	F	B‡	Tim°	Ross	8750°
Ward La France	5B	5	.....	Opt.	S36x6	DS40x7	Wau EU	4-5x6¼	40.0	Zen	G	Bos-R	A-L‡	D.B-L	B-L60 Max	Spi	Tim Spec	W	F	A‡	Tim	Ross	7900
Ward La France	7B	.....	.....	Opt.	S36x6	DS40x7	Wau GU	4-5⅝x6¼	50.6	Str	G	Bos-R	A-L‡	D.B-L	B-L60 Max	Spi	Tim Spec	W	F	A‡	Tim	Ross	9500
Ward La France	5B6,7B6		.....	Opt.	S36x7°	DS40x8°	Wau 6AL	6-4½x5¾	48.6	Zen	V	Bos-R	A-L‡	D.B-L	B-L60 Max	Spi	Tim Spec	W	F	B‡	Tim	Ross	9575°
White	15B, 20A	1, 1½	2125°	145½°	P34°x5	DP°34°x5	Own GKA	4-3⅜x5⅛	22.5	Zen	V	L-N	L-N	P.Own	Own 20A°	Spi	Own 20A°	R°	½	A*	Own	Own	4412°
White	57, 56	1¼,2	3125°	165°	S36°x4°‡	S°36°x7°‡	Own GRC	4-4x5¾	25.6	Zen	V		L-N‡	P.Own	OwnGRBB	Spi	Own 56°	S	½	B*	Own	Own	5096°
White	51A, 58	2½,3	4400°	180°	S36x5‡	DS°36x5‡	Own GRB-I°	4-4¼x5¾	28.9	Zen	V	L-N‡	L-N	P.Own	Own 2B1°	Spi	Own°	R°	F°	B*	Own	Own	7535°
White	55, 52	3¼,5	5100°	174°	S36x6°	S40x12°	Own GRB	4-4¼x5¾	28.9	Zen	V		L-N‡	P.Own	own GRBA°	Spi	Own	R	F	B*	Own	Own	9184°
White	52, 55	5	4765°	174°	S36x6‡°	DS40x6°	Own GRB	4-4¼x5¾	28.9	Zen	V		L-N‡	P.Own	own GRBA°	Spi	Own	R	F	B*	Own	Own	
White	52T, 51A	TT	3875°	134°	S36x5‡	S°36°x8°‡	Own GRB	4-4¼x5¾	28.9	Zen	V		L-N‡	P.Own	Own 2B	Spi	Own	S°	½°	B*	Own	Own	
Willys Knight	T100,15	1, 1½	.....	134°	P30x5	P32°x6°	Own	6-2⅛x4⅜	20.7	Til	V	A-L	A-L	P.B&B	Ful° DU°	Blo°	Eat°1002°	S	½	E*	Own	Ross	3300°
Willys Knight	25	2, 2½	.....	150°	P32x6	DP°32x6	Own	6-3⅜x4¾	27.3	Til	V	A-L	A-L	P.B&B	Ful DU	Blo	Wis 6617B°	R°	F°	E*	Col°	Ross	4920°
Witt-Will	N6	1½	.....	Opt.	P32x6	P32x6	Con 15 C	6-3¼x4⅝	25.3	Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 64600D				Tim	Ross	
Witt-Will	NN, P	1½,2	.....	168°	S36x4	S36x8°	Con S 4	4-4¼x5½	28.9	Zen	V	Eis	D-R	D.B-L	B-L 35	Spi	Tim 64600D	W	½	A*	Tim	Ross	4200°
Witt-Will	P6		.....	Opt.	P32x6	DP32x6	Con			Zen	V	D-R	D-R	D.B-L	B-L 35	Spi	Tim 64660D	W			Tim	Ross	4200
Witt-Will	S6	2½	.....	Opt.	P32x6	DP32x6	Con R 18	6-4x4¼	38.4	Zen	V	D-R	D-R	D.B-L	B-L 51	Spi	Tim 65600D	W	F		Tim	Ross	
Witt-Will	S, SS	2½,3	.....	168°	S36x4‡	S36x10	Con K4	4-4½x5¼	27.2	Zen	V	Eis	D-R	D.B-L	B-L 55°	Spi	Tim 65700°D	W	F	A*	Tim	Ross	5700°
Witt-Will	SL6	3	.....		P34x7	DP34x7	Con 18 R	6-4x4½	38.4	Zen	V	D-R	D-R	D.B-L	B-L 55	Spi	Tim 65706B	W	F		Tim	Ross	
Witt-Will	S-L, L	3, 3½	.....	156°	S36x5	S36x12	Con L4	4-4½x5½	32.4	Zen	V	Eis	D-R	D.B-L	B-L 55	Spi	Tim 65700D	W	F	A*	Tim	Ross	7750°
Witt-Will	L6, A6	3½,4	.....				Con R 20	6-4½x4¾	40.8	Zen	V	D-R	D-R	D.B-L	B-L 55	Spi	Tim 66700D	W	F		Tim	Ross	
Witt-Will	A4, AA	4, 5	.....	172°	S36x6	DS40x7	Con B5	4-4¾x6	36.1	Zen	G°	Eis	D-R	D.B-L	B-L 60	Spi	Tim 67600°	W	F	A*	Tim	Ross	9350°
Witt-Will	AS		.....	172°	S36x6	S40x14	Con B5	4-4¾x6	36.1	Zen	G	Eis	Bos-A	D.B-L	B-L60 Max	Spi	Tim 68700	W	F	A*	Tim	Ross	9500
Woods	20 B6	1¼	.....	129	P30x5	P30x5	Con 31 L	6-2⅞x4¾	19.8	Zen	V	D-R	D-R	D.B-L	B-L	Blo	Tim	S	½	A*	Shu	Ross	3050
Woods	40 B6	2	.....	160°	P32x6	P34x7	Buda HS6A	6-3⅜x4¼	27.3	Zen	V	D-R	D-R	D.B-L	B-L 35	Blo	Tim	S	F	A*	Shu	Ross	4300
Woods	51 W4	2½	.....	160°	S36x5	S36x10‡	Buda KBU-I	4-4x5¼	25.6	Zen	V	Bos-A		D.B-L	B-L 55	The	Tim 65600D	W	F	A*	Shu	Ross	5700
Woods	52 W6	3	.....	160°	P34x7	P36x8	Buda DW 6	6-3¾x5	33.7	Zen	V	D-R	D-R	D.B-L	B-L 55	Blo	Tim	W	F	A*	Shu	Ross	6000
Woods	60 W4	3½	.....	146°	S36x5	S36x10	Buda YBU	4-4½x6	32.4	Zen	V	Bos-A	None	D.B-L	B-L	Blo	Tim	W	F	A*	Shu	Ross	6500
World	D-8	1½	.....	148½°	P30x5	DP30x5	Con 15 S	8-3x4¾	28.8	Zen	V	A-L	A-L	P.B&B	Mun T-23	Blo	Tim 5620	S	F	A	Shu	Han	3480
World	D-8	2, 2½	.....	166°	P32x6	DP32x6	Con 15 S	8-3x4¾	28.8	Zen	V	A-L	A-L	P.B&B	Ful°K10U°	Blo	Cla° 720°	S	½°	B	Shu	Han	5160

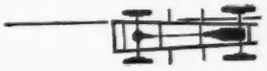
ABBREVIATIONS:

°—Others also.
Wheelbase
*More than one wheelbase furnished.
Tires
B—Balloon.
P—Pneumatic.
DP—Dual pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
‡—Pneumatic can be furnished at extra cost.
Engine
Buda—Buda Co.
Con—Continental Motor Corp.
HaS—American Car & Foundry Co.
Her—Hercules Motor Corp.
Kni—Yellow Sleeve V. E. Wks.
Lyc—Lycoming Motor Corp.
Wau—Waukesha M. Co.
Wis—Wisconsin M. Mfg. Co.
Yell—Yellow Sleeve V. E. Wks.
Fuel System
B.B.—Penberthy Injector Co.
Car—Carter Carburetor Co.
G—Gravity.
Hol—Holley Car. Co.
Joh—Johnson Co.
Mar—Marvel Carburetor Co.
P—Pressure.
Sch—Wheeler Schebler Car. Co.
Ste—Detroit Lubricator Co.
Str—Stromberg Motor Devices Co.
Til—Tillotson Mfg. Co.
V—Vacuum.
Zen—Zenith-Detroit Corp.
Electric System
‡—Generator and Starter at Extra cost.
†—Starter not supplied. Generator at extra cost.
*—Starter at extra cost.
A-Bos—Am. Bosch Magneto Co.
A-L—Electric Auto-Lite Corp.
Apo—Apollo Magneto Corp.
Con—Connecticut Telephone and Electric Co.
DJ—DeJon Elec. Corp.
D-R—Delco-Remy Co.
Dyn—Owen Dyneto Corp.
Eis—Eisemann Magneto Corp.
Exi—Electric S. B. Co.
G&D—Gray and Davis.
Gou—Gould S. B. Co.
L-N—Leece-Neville Co.
N-E—North East Elect. Co.
Non—Not Supplied.
Pol—Prest-O-Lite Co.
RBos—Rob. Bosch Magneto Co.
Sci—Scintilla Magneto Co.
Spl—Splitdorf Electrical Co.
USL—U. S. Light and Heat Corp.
Ves—Vesta Battery Corp.
Wes—Westinghouse E. and M. Co..
Wil—Willard S. B. Co.
Clutch and Gearset
†—Auxiliary two speed Trans. optional.
B&B—Borg and Beck Co.
B-L—Brown-Lipe Gear Co.
Cot—Cotta Trans. Corp.
Cov—Covert Gear Co.
Det—A. J. Detlaff Co.
D-G—Detroit Gear and Mach. Co.
D—Disk.
Ful—Fuller and Sons Mfg. Co.
H-S—Merchant and Evans Co.
K—Cone.
Lon—Long Mfg. Co.
M-E—Merchant and Evans Co.
M.M.—Mechanics Machine Co.
Mun—Muncie Gear Works.
O—Disk in Oil
P—Plate.
Roc—Rockford Drill. Machine Co.
W-G—Warner Gear Co.
Yell—Yellow Sleeve V. E. Wks.
Universal
B.G.—Universal Machine Co.
Blo—Blood Bros. Machine Co.
M-E—Merchant and Evans Co.
M.M.—Mechanics Machine Co.
Pet—Cleveland Universal Parts Co.
Pic—Pick Mfg. Co.
Spi—Spicer Mfg. Co.
The—Thermoid Rubber Co.
Thei—Almetal Univ. Joint. Co.
U-M—Universal Machine Co.
U-P—Universal Products Co.
Front and Rear Axles
½—Semi-Floating.
¾—Three-quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
C—Chain.
D—Dead.
Eat—Eaton Axle Co.
F—Floating.
I—Internal Gear.
P—Spur Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co.
She—Sheldon Axle and Spring Co.
Shu—Shuler Axle Co., Inc.
Std.—Standard Parts Co.
Tim—Timken Det. Axle Co.
Tor—Eaton Axle and Spring Co.
W—Worm.
Wis—Wisconsin Parts Co.
Brake
A—Rear Wheels only.
B—Driveshaft and Rear Wheels.
D—Jackshaft and Rear Wheels.
E—4-Wheel Brakes.
F—4-Wheel brakes with emergency on jackshaft.
G—4-wheel brakes with emergency on driveshaft.
H—4-wheel brakes with emergency on rear wheels.
Service Brake Type
*—Mechanical.
†—Hydraulic.
‡—Vacuum Booster.
°—Compressed Air.
Steering Gear
CAS—Columbus G & P Co.
D-G—Detroit Gear and Mach. Co.
Dod—Dodge Bros. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Products Co.
Ross—Ross Gear and Tool Co.
Woh—Wohlrab Gear Co.

Continental Gasoline

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
FRENCH																										
Aries	4	161	65	P955x155	P1025x185d	4-3.54x5.90	L..	4	Pin..	abe..	ThS..	Sol...	G..	M.	Opt..	Opt..	MD..	Sep..	4	R..	Met...	Ch..	IR...	IT...	WS..	CS..
Aries	5	161	65	P955x155	P1025x185d	4-3.93x5.90	L..	4	Pin..	abe..	ThS..	Sol...	G..	M.	Opt..	Opt..	MD..	Sep..	4	R..	Met...	Ch..	IR...	IT...	WS..	CS..
Berliet	1	130	56	P15x50	P17x50	4-3.14x5.11	L..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Fab.	Sp...	IFR..	IT...	WW	D...
Berliet	2	149	63	P835x135	P835x135	4-3.14x5.11	L..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Fab.	Wo..	IFR..	IFR..	WW	D...
Berliet	3	177	67	P32x6	P36x825d	4-3.54x5.11	L..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Fab.	DR..	IFR..	IR...	WW	D...
Berliet	3	159	63	P855x155	P855x155d	4-3.74x5.51	L..	4	Ch...	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	3	C..	3 Fab.	Wo	IFR..	IR...	WW	D...
Berliet	3	196	72	P34x7	P34x7d	4-4.33x5.51	L..	2	Ch...	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Sep..	4	C..	4 Met	DR..	IFR..	IR...	WW	D...
Berliet	4	164	70	S940x130	S1000x140d	4-4.33x5.51	L..	2	Pin..	abe..	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Sep..	4	C..	3 Fab.	Ch...	IT...	IR...	WW	CS...
Berliet	4	201	78	S1030x160	S1030x250	6-4.33x5.51	L..	3	Ch...	abe..	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Sep..	4	C..	3 Fab.	Ch...	IR...	IR...	WW	CS...
Berliet	5	166	71	S950x140	S970x160d	4-4.33x5.51	L..	2	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Sep..	4	C..	2F-2M	IG..	IFR..	IR...	WW	CS...
Berliet	6	169	70	S950x140	S1030x160d	4-4.33x5.51	L..	2	Pin..	abe..	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Sep..	4	C..	3 Fab.	Ch...	IT...	IR...	WW	CS...
Berliet	7½	166	71	S950x140	S970x200	4-4.33x5.51	L..	2	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Sep..	4	C..	3 Fab.	IG..	IFR..	IR...	WW	CS...
Berliet, 6 Wheels	10½	185	72	P1025x185	P1025x185	4-4.33x5.51	L..	2	Pin..	abe..	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Sep..	4	C..	5 Fab.	Ch...	IR...	IR...	WW	D...
Bernard	3½	181	65	P32x6	P32x6d	6-3.22x4.5	L..	6	Pin..	abe..	Pu..	Sol...	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Fab.	DR..	IFR..	IFR..	WS..	D...
Bernard	4	204	68	P34x7	P34x7d	6-3.85x5	L..	6	Pin..	abe..	Pu..	Sol...	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Fab.	DR..	IFR..	IFR..	WS..	D...
Citroen	½	116	56	P30x5	P30x5	4-2.83x3.93	L..	4	Pin..	abe..	Pu..	Sol...	G..	B.	Yes..	Yes..	SP..	Eng..	3	C..	2 Met.	Sp...	IFR..	IR...	WS..	D...
Citroen	1	120	56	P15x50	P15x50	4-2.83x3.93	L..	4	Pin..	abe..	Pu..	Sol...	V..	B.	Yes..	Yes..	SP..	Eng..	3	C..	2 Met.	Sp...	IFR..	IR...	WS..	D...
Cottin & Desgouttes	2	136	67	P895x135	P895x135d	4-3.54x6.29	L..	4	Ch...	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	SP..	Eng..	4	C..	3 Met.	Sp...	IFR..	IR...	SN..	D...
Cottin & Desgouttes	4	196	70	P36x7	P36x7d	6-4.1x5.51	L..	6	Ch...	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Met.	DR..	ITFR	IR...	SN..	D...
De Dion Bouton	1½	118	55	P820x120	P820x120d	4-2.75x4.72	L..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Yes..	Yes..	SP..	Eng..	4	R..	1 Met.	Sp...	IFR..	IF...	WW	D...
De Dion Bouton	3	168	64	P955x155	P955x155d	4-3.74x5.51	L..	4	Pin..	abe..	Pu..	Sol...	V..	M.	Yes..	Yes..	SP..	Eng..	4	R..	2 Met.	Sp...	IFR..	IR...	WS..	D...
Dewald	7	132	68	S850x160	S970x180d	4-4.33x5.90	L..	2	Pin..	abe..	Pu..	Zen..	G..	M.	No...	No...	Co..	Sep..	4	C..	2 Met.	Ch...	ET...	IR...	WS.	Wood
Dewald	10	140	69	S900x180	S970x200d	4-4.33x5.90	L..	2	Pin..	abe..	Pu..	Zen..	G..	M.	No...	No...	Co..	Sep..	4	C..	2 Met.	Ch...	ET...	IR...	WS.	Wood
Delahaye	1	122	52	P14x45	P14x45	4-2.83x4.33	I..	4	Pin..	ab...	Pu..	Sol...	V..	M.	Yes..	Yes..	Sp...	Eng..	4	C..	1 Met.	Sp...	IFR..	IFR..	WS..	D...
Delahaye	1½	131	52	P14x50	P14x50	4-2.75x4.52	I..	4	Pin..	ab...	Pu..	Sol...	G..	M.	Yes..	Yes..	Sp...	Eng..	4	C..	1 Met.	Sp...	IFR..	IFR..	WS..	D...
Delahaye	2	143	65	P895x135	P895x135d	4-3.34x5.11	I..	4	Pin..	ab...	Pu..	Sol...	G..	M.	Yes..	Yes..	Co..	Eng..	4	C..	1 Met.	Sp...	IFR..	IFR..	WS..	D...
Delahaye	4	166	66	P940x130	P940x130	4-3.93x6.29	L..	4	Pin..	ab...	Pu..	Sol...	G..	M.	Yes..	Yes..	Co..	Sep..	4	R..	2 Met.	DR..	ITF..	IR...	SN..	D...
Delahaye	5	166	66	P950x140	P950x140d	4-3.93x6.29	L..	4	Pin..	ab...	Pu..	Sol...	G..	M.	Yes..	Yes..	Co..	Sep..	4	R..	2 Met.	DR..	ITF..	IR...	SN..	D...
Hurtu	½	108	49	P13x45	P13x45	4-2.44x4.33	L..	4	Ch...	abe..	ThS..	Sol...	G..	M.	Yes..	Yes..	SP..	Eng..	3	C..	2 Fab.	Sp...	IFR..	IFR..	WS..	D...
Hurtu	1	118	53	P15x50	P15x50	4-2.99x5.11	L..	4	Ch...	ab...	ThS..	Sol...	G..	M.	Yes..	Yes..	SP..	Eng..	3	R..	2 Met.	Sp...	IFR..	IFR..	WS..	D...
Hurtu	1¼	118	53	P16x50	P16x50	4-2.99x5.11	L..	4	Ch...	ab...	ThS..	Sol...	G..	M.	Yes..	Yes..	SP..	Eng..	4	R..	2 Met.	Sp...	IFR..	IFR..	WS..	D...
Induco	1	130	57	P32x6	P32x6	4-2.75x4	I..	4	Pin..	abe..	ThS..	Sol...	G..	M.	Yes..	Yes..	Co..	Eng..	4	C..	IF-1M	DR..	IFR..	ET...	WW	D...
Laffly	2	153	60	P955x155	P955x155d	4-3.54x5.11	I..	4	Pin..	ab...	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Fab.	Sp...	IFR..	IR...	SN..	D...
Laffly	2½	177	61	P1025x155	P1025x155d	4-3.54x5.11	I..	4	Pin..	ab...	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Fab.	Sp...	IFR..	IR...	SN..	D...
Laffly	3	216	66	P1025x155	P1025x155d	6-3.54x5.11	I..	4	Pin..	abe..	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Fab.	Sp...	IFR..	IR...	SN..	D...
Latil	Trac	90	60	P835x135	P835x135d	4-3.34x5.11	L..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Opt..	Opt..	SP..	Eng..	4	C..	2 Met.	IG..	IT...	IR...	WS..	D...
Latil	Trac	90	59	P955x155	P955x155	4-3.34x5.11	L..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Opt..	Opt..	SP..	Eng..	4	C..	2 Met.		IFR..	IT...	WS.	CS...
Latil	1½	152	59	P955x155	P955x155	4-3.34x5.11	L..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Opt..	Opt..	SP..	Eng..	4	C..	2 Met.	IG..	IT...	IR...	WS.	D...
Latil	2	153	60	P1025x185	P1025x185	4-3.34x5.11	L..	4	Pin..	abe...	Pu..	Sol...	G..	M.	Opt..	Opt..	SP..	Eng..	4	C..	2 Met.	IG..	IT...	IR...	WS.	D...
Latil (F)	3	167	72	P34x7	P24x5d	4-4x5.51		L..	4	Ch...	ab...	Pu..	Sol...	V..	M.	No...	Opt..	SP..	Eng..	4	C..	2 Met.	IG..	ITF..	IR...	SN..	D...
Latil	5	161	66	S1000x140	S1030x160d	4-4x6.29		L..	4	Pin..	abe..	Pu..	Sol...	V..	M.	Opt..	Opt..	SP..	Eng..	4	C..	2 Met.	IG..	IT...	IR...	WS.	CS...
Licorne	¾	130	55	P765x105	P820x120	4-2.75x4.1		L..	4	Pin..	abe..	ThS..	Sol...	G..	M.	Yes..	Yes..	Co..	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	WS.	D...
Licorne	1	130	55	P820x120	P820x120	4-2.63x4.72		L..	4	Ch...	abe..	ThS..	Sol...	V..	M.	Yes..	Yes..	Co..	Eng..	4	C..	1 Met.	SP...	IFR..	IR...	WS.	D...
Licorne	1½	134	55	P835x135	P835x135	4-2.63x4.72		L..	4	Ch...	abe...	ThS..	Sol...	V..	M.	Yes..	Yes..	Co..	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	WS.	D...
Licorne	2	135	59	P835x135	P835x135d	4-2.95x5.11		L..	4	Pin..	abe..	ThS..	Sol...	V..	M.	Yes..	Yes..	Co..	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	WS.	D...
Licorne	3	147	66	P855x155	P855x155d	4-3.34x5.11		L..	4	Pin..	abe..	ThS..	Sol...	V..	M.	Yes..	Yes..	Co..	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	WS.	D...
Licorne	3½	165	66	P955x155	P955x155d	4-3.34x5.11		L..	4	Pin..	abe..	ThS..	Sol...	V..	M.	Yes..	Yes..	Co..	Sep..	4	C..	1 Met.	Sp...	IFR..	IR...	WS.	D...
Mathis	¼	102	47	P12x45	P12x45	4-2.36x4.1		L..	4	Pin..	abe..	ThS..	Sol...	G..	B.	Yes..	Yes..	SP..	Eng..	4	C..	2 Fab.	Sp...	IFR..	IR...	SN..	D...
Mathis	½	110	49	P13x45	P13x45	6-2.55x3.93		L..	4	Ch...	abe..	ThS..	Sol...	V..	B.	Yes..	Yes..	SP..	Eng..	4	C..	2 Fab.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor	¾	115	53	P820x120	P820x120	4-2.63x4.1		Sl..	4	Ch...	ab...	ThS..	Pan..	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor	1½	128	53	P855x155	P855x155	4-2.63x4.1		Sl..	4	Ch...	ab...	ThS..	Pan..	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN	D...
Panhard-Levassor (P)	1½	128	53	P855x155	P855x155	4-2.95x5.11		Sl..	4	Ch...	ab...	Pu..	Pan..		M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor	2½	146	63	P895x155	P895x155d	4-2.95x5.11		Sl..	4	Ch...	ab...	Pu..	Pan..	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor	2½	146	63	P895x155	P895x155d	4-3.34x5.51		Sl..	4	Ch...	ab...	Pu..	Pan..	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor (P)	2½	146	63	P895x155	P895x155d	4-3.34x5.51		Sl..	4	Ch...	ab...	Pu..	Pan..		M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor (P)	4½	165	74	P38x7	P38x7d	4-4.1x5.51		Sl..	4	Ch...	ab...	Pu..	Pan..		M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor (P)	4½	196	74	P38x7	P38x7d	4-4.1x5.51		Sl..	4	Ch...	ab...	Pu..	Pan..		M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Panhard-Levassor	5	161	74	P38x7	P38x7d	4-4.1x5.51		Sl..	4	Ch...	ab...	Pu..	Pan..	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Peugeot	1¼	124	50	P14x50	P30x5	4-2.75x4.1		L..	4	Ch...	a...	ThS..	Sol...	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	SN..	D...
Peugeot	4	153	64	P955x155	P1085x185d	4-3.93x5.90		L..	4	Pin..	ab...	Pu..	Sol...	G..	M.	Yes..	Yes..	Co..	Sep..	4	C..	1 Met.	Wo	IR...	IT...	WS.	D...
Rochet Schneider	1½	145	57	P835x135	P835x135d	4-3.14x5.3		L..	4	Pin..	abe..	ThS..	Zen..	V..	M.	Yes..	Yes..	Co..	Eng..	4	R..	1 Met.	Sp...	IFR..	IR...	WS.	D...
Rochet Schneider	2½	164	66	P855x155	P855x155d	4-3.74x5.51		L..	4	Pin..	abe..	ThS..	Zen..	V..	M.	Yes..	Yes..	Co..	Eng..	4	C..	1 Met.	Sp...	IFR..	IR...	WS.	D...
Saurer	3	157	68	P36x6	P36x6d	4-3.93x5.11		I..	6	Pin..	abe..	Pu..	Saur.	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	Sp...	IFR..	IR...	WS.	CS...
Saurer	4	177	73	P38x7	P38x7d	4-4.33x5.90		I..	6	Pin..	abe..	Pu..	Saur.	G..	M.	Yes..	Yes..	MD.	Eng..	4	C..	3 Met.	Sp...	IFR..	IR...	WS.	CS...
Saurer	5	196	73	P40x8	P40x8d	6-4.33x5.90		I..	6	Pin..	abe..	Pu..	Saur.	G..	M.	Yes..	Yes..	MD.	Eng..	4	C..	3 Met.	Sp...	IFR..	IR...	WS.	CS...
Somua	3½	165	65	P38x7	P38x7d	4-3.93x5.90		F..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	2 Met.	DR..	ER	ET...	WW	D...
Somua	5	167	67	P38x7	P38x7d	4-3.93x5.90		F..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Yes..	Yes..	SP.	Sep..	4	C..	3 Met.	IG..	ET..	ER	WW	D...
Somua	6	165	68	P38x7	P40x8d	4-3.93x5.90		F..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Yes..	Yes..	SP.	Sep..	4	C..	3 Met.	IG.	ET..	ER	WW	CS...
Somua	8	148	68	S970x160	S970x200d	4-3.93x5.90		F..	4	Pin..	abe..	Pu..	Sol...	G..	M.	Yes..	Yes..	SP.	Sep..	4	C..	3 Met.	IG.	ET..	ER	WW	CS...
Unic	¾	122	55	P15x50.	P15x50	4-2.85x4.72		L..	4	Ch...	abe..	Pu..	Viel.	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	2 Met.	Sp...	IFR..	IR...	WW	D...
Unic	1	121	55	P17x50	P17x50	4-2.85x4.72		L..	4	Ch...	abe..	Pu..	Viel.	G..	M.	Yes..	Yes..	SP.	Eng..	4	C..	2 Met.	Sp...	IFR..	IR...	WW	D...
Unic	1½	129	57	P835x135	P835x135d	4-3.14x5.11		L..	4	Ch...	abe..	Pu..	Viel.	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	Sp...	IFR..	IR...	WS.	D...
Unic	1½	142	61	P895x135	P895x135d	4-3.14x5.11		L..	4	Ch...	abe...	Pu..	Viel.	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	DR	IFR..	IT...	WS.	D...
Unic	2	157	64	P955x155	P955x155d	4-3.25x5.51		L..	4	Ch...	abe...	Pu..	Viel.	G..	M.	Yes..	Yes..	MD.	Eng..	4	C..	3 Met.	DR.	IFR..	IT...	WW	D...
Unic	2½	173	64	P955x155	P955x155d	4-3.34x5.51		L..	4	Ch...	abe..	Pu..	Viel.	G..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Met.	DR.	IFR..	IT...	WW	D...
Vermorel	¾	123	55	P835x135	P835x135	4-2.75x4.33		I..	4	Pin..	abe..	ThS..	Zen..	V..	M.	Yes..	Yes..	SP.	Eng..	4	C..	1F-1M	Sp...	IFR..	IFR..	WS.	D...
Vermorel	1	127	55	P17x50	P17x50	4-2.75x4.33		I..	4	Pin..	abe..	ThS..	Zen..	V..	M.	Yes..	Yes..	SP.	Eng..	4	C..	1F-1M	Sp...	IFR..	IFR..	WS.	D...
BELGIAN																										
Bovy	1½	144	58	P32x6	P32x6	4-3.34x5.32		F..	4	Pin..	abe..	ThS..	Sol...	G..	M.	Yes..	Yes..	Co..	Sep..	4	C..	1 Fab.	DR..	IFR..	IFR..	SN..	D...
Bovy	2	144	58	P855x155	P855x155d	4-3.34x5.32		F..	4	Pin..	abe..	ThS..	Sol...	G..	M.	Yes..	Yes..	Co..	Sep..	4	C..	2 Met.	DR..	IFR..	IFR..	SN..	D...
Bovy	3	144	58	P910x210	P910x210d	4-4.33x7.08		F..	2	Pin..	abe..	ThS..	Sol...	G..	M.	Yes..	Yes..	Co.	Sep..	4	C..	2 Met.	DR..	IFR..	IFR..	SN..	D...
Bovy	4	196	64	P34x7	P34x7d	6-3.62x4.72		F..	3	Pin..	abe..	ThS..	Sol...	V..	M.	Yes..	Yes..	MD..	Sep..	4	C..	2 Met.	DR..	IFR..	IFR..	SN..	D...
Brossel	2½	155	60	P955x155	P955x155	4-3.54x5.90		L..	4	Pin..	abe..	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Sep..	4	R..	3 Fab.	Wo	IFR..	IR...	WS.	D...
Brossel	4	158	64	P1025x185	P1025x185d	4-3.93x5.90		L..	4	Pin..	abe..	Pu..	Zen..	G..	M.	Yes..	Yes..	MD..	Sep..	4	R..	3 Fab.	Wo	IFR..	IR...	WS.	D...
Dasse	2	137	55	P855x155	P855x155d	4-3.34x4.82		I..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	R..	2 Fab.	Wo	IT...	IR...	WS.	D...
Dasse	3	182	55	P32x6	P32x6d	6-3 34x4.33		L..	6	Pin..	abe..	Pu..	Zen..	V..	B.	Yes..	Yes..	MD..	Eng..	4	C..	2 Fab.	Wo	IFR..	IR...	WS.	D...
Miesse	1½	127	59	P855x155	P855x155	4-2.95x5.11		I..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	DR..	IT...	IR...	WS.	D...
Miesse	2	127	59	P855x155	P855x155	4-2.95x5.11		I..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	DR..	IT...	IR...	WS.	D...
Miesse	3½	157	58	P835x135	P835x135d	4-2.95x5.11		I..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	DR..	IFR..	IR...	WS.	D...
Miesse	4	157	67	P34x7	P34x7d	4-3.14x5.11		I..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	DR..	IFR..	IR...	WS.	D...
Miesse	5	157	69	P855x155	P855x155d	8-3.14x5.11		I..	8	Pin..	abe..	Pu..	Zen..	V..	B.	Yes..	Yes..	MD..	Eng..	4	C..	2 Met.	DR..	IFR..	IR...	WS.	D...
Miesse, 6 wheels	5	167	67	P34x7	P34x7	4-3.14x5.11		I..	4	Pin..	abe..	Pu..	Zen..	V..	M.	Yes..	Yes..	MD..	Eng..	4	C..	3 Met.	Wo..	IFR..	IR...	WS.	D...

Truck Chassis



MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Tire Size and Type: Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. Fwd. Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Brakes: Hand Type and Location	Steering Gear Type	Wheels Type
BELGIAN—Cont.																										
Miesse, 6 wheels	6½	157	67	P36x8	P36x8	8-3.14x5.11	I...	8	Pin...	abe...	Pu...	Zen...	V...	B...	Yes...	Yes...	MD...	Eng...	4	C...	3 Met...	Wo...	IFR...	IR...	WS...	D...
Minerva, Trac	6	110	64	P955x155	P955x155d	4-3.54x5.51	Sl...	4	Ch...	a...	Pu...	Zen...	V...	M...	Opt...	Yes...	MD...	Eng...	4	C...	2 Fab.	DR...	IR...	IT...	CL...	D...
Minerva, Trac	10	119	66	P38x7	P38x7d	4-4.33x5.51	Sl...	4	Ch...	a...	Pu...	Zen...	V...	M...	Opt...	Yes...	MD...	Eng...	4	C...	2 Fab.	Sp...	IR...	IR...	CL...	D...
Minerva	2	145	61	P855x155	P855x155d	4-3.54x5.51	Sl...	4	Ch...	a...	Pu...	Zen...	V...	M...	Opt...	Yes...	MD...	Eng...	4	C...	2 Fab.	DR...	IFR...	ITF...	CL...	D...
Minerva	2	169	64	P955x155	P955x155d	4-3.54x5.51	Sl...	4	Ch...	a...	Pu...	Zen...	V...	M...	Opt...	Yes...	MD...	Eng...	4	C...	3 Fab.	DR...	IFR...	ITF...	CL...	D...
Minerva	4	169	68	P38x7	P38x7d	4-4.33x5.51	Sl...	4	Ch...	a...	Pu...	Zen...	V...	M...	Opt...	Yes...	MD...	Eng...	4	C...	3 Fab.	Sp...	IFR...	ITF...	CL...	D...
Minerva	5	198	68	P38x7	P38x7d	4-4.33x5.51	Sl...	4	Ch...	a...	Pu...	Zen...	V...	M...	Opt...	Yes...	MD...	Eng...	4	C...	3 Fab.	Sp...	IFR...	ITF...	CL...	D...
Pipe	2	165	63	P855x155	P855x155	4-3.93x7.08	L...	4	Pin...	abe...	Pu...	Zen...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	2 Met.	DR...	IFR...	IR...	WS...	D...
Pipe	3	171	67	P1025x185	P1025x185d	4-4.33x5.51	L...	4	Pin...	abe...	Pu...	Zen...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	2 Met.	DR...	IFR...	IR...	WS...	D...
Pipe, Trac. (P)	20	160	67	P1025x185	P1025x185d	6-4.72x6.29	I...	3	Pin...	abe...	Pu...	Zen...		M...	No...	No...	MD...	Sep...	5	C...	2 Met.	DR...	IFR...	IR...	WS...	D...
ITALIAN																										
Fiat	1½	120	56	P30x5	P32x6	4-2.95x5.11	L...	4	Ch...	abe...	Pu...	Fiat...	P...	M...	Yes...	Yes...	MD...	Eng...	4	R...	1 Met.	Sp...	IFR...	IR...	WW...	D...
Fiat	2	137	61	P34x7	P34x7	4-2.95x5.11	L...	4	Ch...	abe...	Pu...	Fiat...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	2 Fab.	Wo...	IR...	IR...	WW...	D...
Fiat	Trac	141	44			4-3.54x5.51	I...	4	Pin...	abe...	Pu...	Fiat...	G...	M...	No...	Yes...	SP...	Eng...	3	C...	1 Met.	Sp...	IR...	IR...	WW...	D...
Lancia	2	170	64	P955x155	P955x155d	4-4.33x5.11	L...	4	Pin...	abe...	Pu...	Zen...	V...	M...	Yes...	Yes...	SP...	Sep...	4	C...	2 Met.	Sp...	ITF...	IR...	WS...	D...
Lancia	2½	185	64	P955x155	P955x155d	4-4.33x5.11	L...	4	Pin...	abe...	Pu...	Zen...	V...	M...	Yes...	Yes...	SP...	Sep...	4	C...	2 Met.	Sp...	ITF...	IR...	WS...	D...
Lancia	4	233	73	P985x205	P985x205	6-3.93x5.90	I...	6	Ch...	abe...	Pu...	Zen...	V...	M...	Yes...	Yes...	SP...	Eng...	4	C...	2F-1M	Sp...	IFR...	IR...	WS...	D...
Spa	3	177	62	P955x155	P955x155d	4-3.93x5.51	L...	4	Pin...	abe...	Pu...	Zen...	P...	M...	Yes...	Yes...	MD...	Eng...	4	C...	2 Fab.	DR...	IFR...	IT...	WS...	D...
Spa	5	157	65	P1025x185	P1025x185d	4-3.93x5.51	L...	4	Pin...	abe...	Pu...	Zen...	P...	M...	Yes...	Yes...	MD...	Eng...	4	C...	2 Fab.	DR...	IFR...	IT...	WS...	D...
GERMAN																										
Adler 6	1½	131	56	P30x5.77	P30x5.77	6-2.75x4.33	L...	6	Ch...	abce...	Pu...	Pal...	V...	B...	Yes...	Yes...	SP...	Eng...	3	C...	2 Met.	Sp...	EF...	ET...	WS...	D...
Adler L6	1½	131	56	P30x5	P30x5	6-2.95x4.33	L...	6	Ch...	abce...	Pu...	Pal...	V...	B...	Yes...	Yes...	SP...	Eng...	3	C...	2 Met.	Sp...	EF...	ET...	WS...	D...
Brennabor Z34	¾	102	50	P28x5.25	P28x5.25	4-2.75x4.01	F...	4	He...	abe...	Pu...	Sol...	G...	B...	Yes...	Yes...	SP...	Eng...	3	C...	2 Fab.	Sp...	IF...	IR...	SN...	D...
Brennabor ZL34	1	102	50	P30x6	P30x6	4-2.75x4.01	F...	4	He...	abe...	Pu...	Sol...	G...	B...	Yes...	Yes...	SP...	Eng...	3	C...	2 Fab.	Sp...	IF...	IR...	SN...	D...
Brennabor 2½	2	156	56	P30x6.75	P30x6.75	6-2.75x4.37	L...	6	He...	abe...	Pu...	Sol...	V...	B...	Yes...	Yes...	SP...	Eng...	4	C...	2 Met.	Sp...	IF...	ET...	WS...	A...
Brennabor 3	2	156	56	P30x6.75	P30x6.75	6-3.03x4.37	L...	6	He...	abe...	Pu...	Sol...	V...	B...	Yes...	Yes...	SP...	Eng...	4	C...	2 Met.	Sp...	IF...	ET...	WS...	A...
Bussing III GL	4.2	185	64	P38x7	P38x7d	6-4.33x5.9	I...	2	He...	abe...	Pu...	Buss...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	ET...	IF...	WS...	D...
Bussing IV Gn	6	187	74	C1000x170	C1000x170d	6-4.33x5.9	I...	2	He...	abe...	Pu...	Buss...	V...	M...	Yes...	Yes...	Co...	Sep...	4	C...	Met...	Dr...	ET...	IF...	WS...	CS...
Bussing Omn. IIIGLn	4.2	200	66	P38x7	P38x7d	6-4.33x5.9	I...	2	He...	abe...	Pu...	Buss...	V...	M...	Yes...	Yes...	Co...	Sep...	4	C...	Met...	Dr...	IF...	IF...	WS...	D...
Bussing Omn. IVGn	5.5	187	74	P40x8	P40x8d	6-4.33x5.9	I...	2	He...	abe...	Pu...	Buss...	V...	M...	Yes...	Yes...	Co...	Sep...	4	C...	Met...	Dr...	ET...	IR...	WS...	D...
Bussing VG	6.5	204	71	C1000x170	C1000x170d	6-4.33x5.9	I...	2	He...	abe...	Pu...	Buss...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	ET...	IR...	WS...	CS...
Bussing VIGI (C4)	7½	281	78	P40x10	P40x10	6-4.52x5.9	I...	2	He...	abe...	Pu...	Buss...	Opt...	M...	Yes...	Yes...	Co...	Sep...	4	C...	Met...	Dr...	IFR...	IFR...	WS...	CS...
Bussing VIGI (D2)	7½	281	78	P40x10	P40x10	6-4.92x6.29	I...	2	He...	abe...	Pu...	Buss...	Opt...	M...	Yes...	Yes...	Co...	Sep...	4	C...	Met...	Dr...	IFR...	IFR...	WS...	CS...
Daimler-Benz L¾	1¼	128	56	P32x6.20	P32x6.20d	6-2.56x3.93	L...	6	Sp...	abe...	Pu...	Zen...	G...	B...	Yes...	Yes...	Sp...	Eng...	3	C...	M-F	Wo...	IF...	IR...	SN...	HS...
Daimler-Benz L1	2½	138	62	P33x5	P33x5d	6-3.15x5.11	L...	6	Sp...	abe...	Pu...	Sol...	G...	B...	Yes...	Yes...	Sp...	Eng...	3	C...	Fab...	Dr...	IF...	IR...	SN...	HS...
Daimler-Benz L2	5	165	67	P38x7	P38x7d	6-3.93x5.9	L...	3	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	IR...	SN...	CS...
Daimler-Benz L5	7½	177	71	P40x8	P40x8d	4-4.72x7.08	L...	2	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	IR...	SN...	CS...
Daimler-Benz L45	3¼	157	57	P32x6	P32x6d	6-3.15x5.11	L...	6	Sp...	abe...	Pu...	Sol...	V...	B...	Yes...	Yes...	SP...	Eng...	4	C...	Fab...	Dr...	IF...	IR...	SN...	D...
Daimler-Benz N46	3¼	157	62	P32x6	P32x6d	6-3.15x5.11	L...	6	Sp...	abe...	Pu...	Sol...	V...	B...	Yes...	Yes...	SP...	Eng...	4	C...	Fab...	Dr...	IF...	IR...	SN...	D...
Daimler-Benz N26	5	226	67	P38x7	P38x7d	6-3.93x5.11	L...	3	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	IR...	SN...	CS...
Daimler-Benz N5	7½	236	73	P40x8	P40x8d	6-4.13x5.9	L...	3	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	F-M	Dr...	IF...	IR...	SN...	CS...
Daimler-Benz N56	10	275	73	P42x9	P42x9	6-4.13x5.9	L...	2	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Met...	Dr...	16w...	IFR...	SN...	CS...
Daag C3	3	167	64	P36x6	P36x6d	4-4.33x6.3	I...	4	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	IF...	IR...	WS...	D...
Daag C4	4	177	65	P38x7	P38x7d	4-4.72x6.3	I...	4	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	IF...	IR...	WS...	D...
Daag C5	5	177	68	C880x150	C1000x175d	4-4.72x6.3	I...	4	Sp...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	IF...	IR...	WS...	CS...
Daag L6	7½	189	74	P36x8	P36x8d	6-3.93x6.1	I...	3	Sp...	ab...	Pu...	Clau...	V...	Op	Yes...	Yes...	SP...	Eng...	4	C...	Fab...	Dr...	IF...	IR...	SN...	D...
Daag CO	4	193	69	P38x7	P38x7d	4-4.72x6.3	I...	4	Sp...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	IF...	IR...	WS...	D...
Daag OVI	7½	220	74	P36x8	P36x8d	6-3.93x6.1	I...	3	Sp...	ab...	Pu...	Clau...	V...	Op	Yes...	Yes...	SP...	Eng...	4	C...	Fab...	Dr...	IF...	IR...	SN...	D...
Dixi	2½	149	61	P36x6	P36x6d	4-4.33x6.49	L...	2	Sp...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	ET...	IR...	SN...	D...
Dixi	3½	157	60	C960x130	C1050x150d	4-4.33x6.49	L...	2	Sp...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	Dr...	ET...	IR...	SN...	CS...
Durkopp L2.5	4	155	65	P34x7	P34x7d	4-4.33x5.9	I...	4	He...	ab...	Pu...	Sol...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	ET...	SN...	D...
Durkopp L3	4½	155	65	P34x7	P34x7d	4-4.72x5.9	I...	4	He...	ab...	Pu...	Sol...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	ET...	SN...	D...
Durkopp L5	7	177	74	P40x8	P40x8d	6-4.33x5.51	I...	3	He...	ab...	Pu...	Sol...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	ET...	SN...	D...
Durkopp O5	7	191	74	P40x8	P40x8d	6-4.33x5.51	I...	3	He...	ab...	Pu...	Sol...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	ET...	SN...	CS...
Durkopp O3	4½	171	65	P36x8	P36x8d	4-4.72x5.9	I...	4	He...	ab...	Pu...	Sol...	V...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Fab...	Dr...	IF...	ET...	SN...	CS...
Elite-Diamant	1½	157	56	P32x6.75	P32x6.75	6-2.95x4.64	L...	6	Ch...	abe...	Pu...	Zen...	G...	B...	Yes...	Yes...	MD...	Eng...	4	C...	Met...	Sp...	IF...	IR...	SN...	D...
Faun O25	3½	202	71	P34x7	P34x7d	6-3.7x6.61	ho...	6	Ch...	abce...	Pu...	May...	Pu...	Mb	Yes...	Yes...	SP...	Eng...	3	C...	Met...	Dr...	IF...	ET...	WS...	CS...
Faun O35	5	234	71	P38x8	P38x8d	6-3.7x6.61	ho...	6	Ch...	abce...	Pu...	May...	Pu...	Mb	Yes...	Yes...	SP...	Eng...	3	C...	Met...	Dr...	IF...	ET...	WS...	CS...
Fuchs (articulated trailers with 1 & 2 axles)	10 & 15	94	67	C1080x170	C1080x170d	6-3.7x6.61	ho...	6	Ch...	abce...	Pu...	May...	Pu...	Mb	Yes...	Yes...	MD...	Eng...	8	C...	N...	Ch...	IF...	IR...	WS...	CS...
Hansa-Lloyd L	3	165	62	P32x6	P32x6d	4-3.74x5.51	L...	4	He...	abe...	ThS...	orkan	V...	B...	Yes...	Yes...	MD...	Sep...	4	C...	Fab...	Wo...	ET...	IR...	SN...	D...
Hansa-Lloyd LIII	3½	173	62	P34x7	P34x7d	4-4.13x5.11	L...	4	Ch...	abe...	ThS...	Pal...	V...	B...	Yes...	Yes...	MD...	Sep...	4	C...	Fab...	Wo...	IF...	IR...	SN...	D...
Hansa-Lloyd LO6B	4	193	62	P34x7	P34x7d	6-3.93x4.92	L...	6	Sp...	abe...	Pu...	Zen...	V...	B...	Yes...	Yes...	SP...	Eng...	4	C...	F/M	Wo...	IF...	ET...	SN...	D...
Henschel 3B1-Z	4½	169	61	C970x130	C985x150d	4-4.72x6.3	I...	4	He...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4	R...	Fab...	DR...	ET...	IR...	WS...	CS...
Henschel 5C	6	208	61	C985x150	C1000x170d	6-4.52x6.3	I...	6	He...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4	R...	Fab...	DR...	ET...	IR...	WS...	CS...
Henschel 6C	7	208	70	C1000x200	C1000x200d	6-4.52x6.3	I...	6	He...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4	C...	Fab...	DR...	IR...	IR...	WS...	CS...
Henschel 4D	5	170	69	P36x8	P36x8d	6-4.72x6.3	I...	6	He...	abe...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4	C...	Fab...	DR...	IF...	IR...	WS...	CS...
Horch	2	125	62	P32x6	P32x6d	8-2.63x4.64	I...	8	He...	abe...	Pu...	Sol...	V...	B...	Yes...	Yes...	MD...	Eng...	8	C...	Met...	Sp...	IFR...	IFR...	SN...	D...
Komnick K1	3½	171	66	P32x6	P32x6d	4-4.33x6.1	I...	4	He...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	C...	Fab...	DR...	IR...	IR...	WS...	CS...
Komnick K2	4	173	66	P36x6	P36x6d	4-4.33x6.1	I...	4	He...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	C...	Fab...	DR...	IR...	IR...	WS...	CS...
Komnick 3W	5	166	66	C985x150	C985x150d	4-4.33x6.1	I...	4	He...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	DR...	ET...	IR...	SN...	CS...
Komnick 5W	6	159	67	C1000x170	C1000x170d	4-4.33x6.1	I...	4	He...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4	R...	Met...	DR...	ET...	IR...	SN...	CS...
Krupp L3	4½	165	66	P34x7	P34x7d	4-3.54x6.3	I...	4	Sp...	ab...	Pu...	Pal...	G...	M...	Yes...	Yes...	SP...	Eng...	4	C...	Met...	DR...	IF...	IR...	SN...	D...
Krupp L5N	7	197°	68	P36x8	C1000x170d	6-3.54x6.3	I...	6	Sp...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	SP...	Eng...	4	C...	Met...	DR...	IF...	IR...	SN...	D...
Krupp O3,5N	4½	197	68	P34x7	P34x7d	6-3.54x6.3	I...	6	Sp...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	SP...	Eng...	4	C...	Met...	DR...	IF...	IR...	SN...	D...
Ley U12L	2½	142	56	P30x6	P30x6d	4-3.42x5.11	L...	4	He...	ab...	Pu...	Zen...	G...	B...	Yes...	Yes...	SP...	Eng...	4	C...	Met...	Sp...	F...	IR...	WS...	D...
Maffei (License Chenard & Walcker	8	94	57	P32x6	P32x6d	4-3.93x5.9	L...	4	He...	ab...	Pu...	orkan	G...	M...	Yes...	Yes...	SP...	Eng...	5	C...	Met...	Dr...	IR...	IR...	SN...	CS...
Magirus ML	4	148	67	P34x7	P34x7d	4-3.93x5.9	L...	4	Sp...	ab...	Pu...	orkan	V...	M...	Yes...	Yes...	MD...	Sep...	4	C...	Fab...	Dr...	IF...	IR...	SN...	CS...
Magirus MM3	5½	206	76	P36x8	P36x8d	6-3.7x6.61	ho...	6	Ch...	abce...	Pu...	May...	Pu...	M...	Yes...	Yes...	MD...	Sep...	3	C...	Met...	Dr...	IF...	IR...	SN...	CS...
Magirus 3CL	4.8	171	71	C985x150	C985x150d	4-5.31x7.08	L...	2	Sp...	ab...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4	R...	Met...	Dr...	IF...	IR...	SN...	CS...
Man 3½	4½	169	71	C970x130	C985x150d	4-4.52x7.08	I...	4	He...	SpP...	Pu...	Pal...	Pu...	M...	Yes...	Yes...	Co...	Eng...	4	R...	Met...	Dr...	ET...	IR...	WS...	CS...
Man 5	7	177°	71	C1000x170	C1000x170d	4-4.52x7.08	I...	4	He...	SpP...	Pu...	Pal...	Pu...	M...	Yes...	Yes...	Co...	Eng...	4	R...	Met...	Dr...	ET...	IR...	WS...	CS...
Man NOB	4½	197	71	P38x7	P38x7d	4-4.52x7.08	I...	4	He...	SpP...	Pu...	Pal...	Pu...	M...	Yes...	Yes...	Co...	Eng...	4	R...	Met...	Dr...	IF...	IR...	WS...	CS...
Man NON	5½	220	71	P40x8	P40x8d	4-4.52x7.08	I...	4	He...	SpP...	Pu...	Pal...	Pu...	M...	Yes...	Yes...	Co...	Eng...	4	C...	Met...	Dr...	IF...	IR...	WS...	CS...
Man KVB6	7	177°	73	C1000x185°	C1000x185d°	6-4.33x5.9	L...	2	He...	SpP...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Eng...	4	C...	Met...	Dr...	IF...	IR...	WS...	CS...
Man NOB6	4½	193°	73	P38x7	P38x7d	6-4.33x5.9	L...	2	He...	SpP...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Eng...	4	C...	Met...	Dr...	IF...	IR...	WS...	CS...
Man NON6	6	218	73	P40x8	P40x8d	6-4.33x5.9	L...	2	He...	SpP...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Eng...	4	C...	Met...	Dr...	IF...	IR...	WS...	CS...
Mannesm'nn-MulagA3	3½	157	69	C1065x150	C1065x150d	6-3.54x5.51	L...	6	Ch...	ab...	Pu...	Zen...	G...	M...	Yes...	Yes...	MD...	Eng...	4	C...	Met...	Dr...	IF...	IR...	WS...	CS...
Mannesm'nn-MulagE3	3½	185	69	P38x7	P38x7d	6-3.93x5.51	L...	6	Ch...	ab...	Pu...	Zen...	V...	M...	Yes...	Yes...	MD...	Eng...	3	C...	Met...	Dr...	IF...	IR...	WS...	D...

Continental Gasoline Trucks

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System: Carburetor Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
GERMAN—Cont.																										
Mannesm'nn-MulagU5	5	157	69	C1000x150	C1080x170 d	6-3.93x5.51	L..	6	Ch...	ab...	Pu...	Zen...	G...	M.	Yes..	Yes..	MD..	Eng..	4	C...	Met...	Dr..	IF...	IR...	WS...	CS...
Mannesm'nn-MulagJ5	5	212	69	P40x8	P40x8d	6-3.93x5.51	L..	6	Ch...	ab...	Pu...	Zen...	V...	M.	Yes..	Yes..	MD..	Eng..	3	C...	Met...	Dr..	IF...	IR...	WS...	D...
Nacke	2½	149	64	P32x6	P32x6d	4-4.25x6.3	F..	2	Sp...	ab...	Pu...	Pal...	V...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Fab...	Wo..	IF...	ET...	SN...	D...
Nacke	3½	157	67	C970x130	C985x150d	4-4.92x6.3	F..	2	Sp...	ab...	Pu...	Pal...	V...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Fab...	Wo..	IF...	ET...	SN...	D...
Nacke MA	4	157	67	C970x130	C985x150d	6-4.52x5.51	F..	2	Sp...	ab...	Pu...	Pal...	V...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Fab...	Wo..	IF...	ET...	SN...	D...
Nacke S	7	169	67	C985x150	C1000x175d	4-5.11x6.69	L..	2	Sp...	ab...	Pu...	Pal...	V...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Fab...	Wo..	IF...	ET...	SN...	CS...
Nacke	7	169	67	C985x150	C1000x175d	6-4.52x5.51	L..	2	Sp...	ab...	Pu...	Pal...	V...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Fab...	Wo..	IF...	ET...	SN...	CS...
N.A.G. Z	2	142	59	P30x6	P30x6	4-3.54x4.92	I..	4	Sp...	ab...	Pu...	Sum...	V...	B..	Yes..	Yes..	SP..	Eng..	3	C...	Fab...	Dr..	IF...	IR...	SN...	D...
N.A.G (6-wheels)	8	285	76	P40x10*	P40x10*	6-4.25x6.29	I..	6	Sp...	ab...	Pu...	Pal...	G...	M.	Yes..	Yes..	MD..	Sep..	4	C...	Met...	Wo	IFR.	ITR.	SN...	CS...
N.A.G. KL8	5	157°	60	C970x150	C970x150d	4-4.72x6.69	I..	2	Sp...	ab...	Pu...	Pal...	G...	M.	Yes..	Yes..	MD..	Sep..	6	C...	F/M	Dr..	FTR.	TR...	SN...	CS...
N.A.G. KL	5	157°	60	P38x7	P38x7d	4-5.31x6.69	I..	2	Sp...	ab...	Pu...	Pal...	G...	M.	Yes..	Yes..	MD..	Sep..	6	C...	F/M	Dr..	FTR.	TR...	SN...	CS...
N.A.G. L8	7½	204°	69	C1010x200	C1010x200d	6-4.25x6.29	I..	6	Sp...	ab...	Pu...	Pal...	G...	M.	Yes..	Yes..	Co..	Sep..	6	C...	F/M	Dr.	FTR.	IR...	SN...	CS...
N.A.G. K09/4	6½	222°	74	P40x8	P40x8d	6-4.25x6.29	I..	6	Sp...	ab...	Pu...	Pal...	G...	M.	Yes..	Yes..	MD..	Sep..	6	C...	Fab...	Dr..	FTR.	TR...	SN...	CS...
Opel	¾	128	56	P30x5.25	P30x5.25	4-3.50x4.13	L..	4	He...	ab...	ThS..	Sol...	G...	B..	Yes..	Yes..	MD..	Eng..	3	C...	Fab...	Sp...	IF...	ET...	WS...	D...
Opel	1¾	151°	56	P30x5	P30x5	4-3.50x4.13	L..	4	He...	ab...	ThS..	Sol...	G...	B..	Yes..	Yes..	MD..	Eng..	3	C...	Fab...	Wo	IF...	ET...	WS...	D...
Opel	2	151	56	P32x6	P32x6.d	6-3.26x4.41	L..	6	Ch...	ab...	Pu...	Sol...	G...	B..	Yes..	Yes..	MD..	Eng..	3	C...	Fab...	Wo	IF...	RT...	WS...	D...
Opel	2	151	56	P30x5	P32x6	6-3.14x4.09	L..	6	Ch...	ab...	Pu...	Sol...	G...	B..	Yes..	Yes..	MD..	Eng..	3	C...	Fab...	Wo	IF...	ET...	WS...	D...
Phaenomen, air cooled	¾	118	53	P28x5.25	P28x5.25	4-2 91x3.54	L..	1	He...	SpP..	Air..	Sol...	G...	B..	Yes..	Yes..	SP..	Eng..	3	C...	Fab...	Sp...	IF...	IR...	WS...	D...
Richard & Co CA2	3¼	140	61	C670x130	C670x130d	4-3.93x6.29	L..	2	He...	ab...	Pu...	Pal...	V...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Met...	Dr...	ET...	IR...	WS...	A...
Richard & Co BL4E	4	162	65	C670x130	C670x130d	4-4.33x6.29	L..	2	He...	ab...	Pu...	Pal...	V...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Met...	Dr...	ET...	IR...	WS...	A...
Selve (6-wheel drive)	1½	137	65	P33x6.20	P33x6.20d	6-2.91x4.72	L..	6	Ch...	abcde	Pu...	Sol...	V...	M.	Yes..	Yes..	SP..	Eng..	8	C...	Met...	Wo	FR...	IR...	SN...	D...
Stoewer LF6	1	112	53	P30x6.	P30x6	4-2.75x4.01	L..	4	Ch...	ab...	Pu...	Sol...	G...	B..	Yes..	Yes..	SP..	Eng..	4	C...	Fab...	Sp...	IF...	IF...	WS...	D...
Vomag 3C45	5	177	64	C985x150	C985x150d	4-4.52x7.08	I..	4	Sp...	ab...	Pu...	Zen...	G...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Met...	Dr.	ET°.	IR...	SN...	CS...
Vomag 5CZ 15	7	177	65	C1000x170	C1000x170d	4-4.52x7.08	I..	4	Sp...	ab...	Pu...	Zen...	G...	M.	Yes..	Yes..	Co..	Sep..	4	R...	Met...	Dr.	IF...	IR...	SN...	CS...
Vomag OV57	5	224	71	P36x8	P36x8d	4-5.11x6.29	I..	4	Sp...	ab...	Pu...	Zen...	V.	M.	Yes..	Yes..	Co..	Sep..	4	C.	F/M	Dr.	IF...	IR...	SN...	CS...
Vomag 5Cz 6L	7	177°	71	C1000x170	C1000x1.0d	6-4.52x6.29	L..	2	Sp...	ab...	Pu...	Zen...	Opt.	M.	Yes..	Yes..	Co..	Sep..	4	C.	Met...	Dr.	IF...	IR...	SN...	CS...
Vomag OM57	6	224	71	P36x8	P36x8d	6-3.7x6.61	Ho	6	Ch...	abce	Pu...	May.	Pu.	Mb	Yes..	Yes..	MD..	Eng..	3	C...	F/M	Dr.	IF...	IR...	SN...	CS...
Vomag OV59/6H	6	232	71	P36x8	P36x8d	6-4.72x6.29	I..	2	Ch...	abce.	Pu...	Zen...	Pu.	opt	Yes..	Yes..	Co..	Sep..	4	C.	F/M	Dr.	IF...	IR...	SN...	CS...
Zschopauer Motoren-werke	¼	116	53	P26x4	P26x4	2-2.91x2.67	N..	2	N...	petro	ThS..	DKW	G...	B..	Yes..	Yes..	SP..	Eng..	3	C...	Fab...	Sp...	IF...	IF...	WS...	D...
AUSTRIAN																										
Austro-Saurer 2BH	2½	157	63	P33x5	P33x5d	4-3.93x5.9	I..	4	Sp...	SpP..	Pu...	Saur...	G...	M.	Yes..	Yes..	MD..	Eng..	4	C...	Met...	Sp...	IF...	IR...	WS...	D...
Austro-Saurer 3BH	3½	165	66	P32x6	P32x6d.	4-3 93x5.9	I..	4	Sp...	SpP..	Pu...	Saur...	G...	M.	Yes..	Yes..	MD..	Eng..	4	C.	Met...	Sp...	IF...	IR...	WS...	D...
Austro-Saurer 3TC	6	159	66	P38x7	P38x7d	4-4.72x7.08	L..	2	Sp...	SpP..	Pu...	Saur...	Pu.	M.	Yes..	Yes..	Co..	Eng..	4	C.	Met...	Sp...	ET...	IR...	WS...	D...
Fross-Bussing IVFB	6	204	69	P40x8	P40x8d	6-3.7x6.61	ho.	6	Ch...	abce.	Pu...	May.	Pu.	Mb	Yes..	Yes..	SP..	Sep..	3	C.	Met...	Dr.	IF...	IR...	WS...	CS...
Fross-Bussing WIVO	7	220	72	P38x9	P38x9.75d	4-4.52x5.9	I..	4	He...	ab...	Pu...	Pal...	G...	M.	Yes..	Yes..	Co..	Sep..	4	C.	Met...	Dr.	IF...	IR...	WS...	CS...
Graef & Stift V5	2½	145	59	P30x5	P30x5	4-3.54x5.51	L	4	Ch...	abce.	Pu...	Zen...	V...	M.	Yes..	Yes..	Co..	Sep..	4	C.	Fab.	Sp...	EF.	IT...	SN...	D...
Austro-Fiat	1¾	142	55	P30x5	P30x5d	4-3.34x4.92	L..	4	He...	abce.	ThS..	Zen...	V...	M.	Yes..	Yes..	SP..	Eng..	4	C.	Met...	Dr.	IR...	IR...	WS...	D...
Austro-Fiat	2	157	69	P32x6	P32x6d	4-4.13x5.9	L..	4	He...	abce.	ThS..	Zen.	G...	M.	Yes..	Yes..	SP.	Eng..	4	C.	Met...	Dr.	IR...	IR...	WS...	D...
Perl L6	2	142	57	P30x5	P30x5d	6-2.75x4.72	L..	6	He...	abce.	Pu...	Str'm	G...	B..	Yes..	Yes..	MD..	Eng..	4	C.	Fab...	Wo	IF...	IR...	SN...	D...
Perl L8	6	197	70	P40x8	P40x8d	6-4.13x5.23	L..	6	He...	abce.	Pu...	Str'm	V...	Mb	Yes..	Yes..	MD..	Eng..	4	C.	Fab...	Wo	IF...	IR...	SN...	D...
Steyr XIIN	1½	130	50	P775x145	P30x5	6-2.41x3.46	I..	6	Ch...	abce.	Pu...	Pal...	G...	M.	Yes..	Yes..	MD..	Eng..	4	C.	Fab.	Sp...	IF...	IR...	SN...	D...
Steyr XV	3	145	61	P32x6	P32x6	6-3.15x4.33	I..	6	Sp...	abce	Pu...	Pal...	V...	M.	Yes..	Yes..	MD..	Eng..	4	C.	Met...	Wo	IF...	IR...	SN...	D...
Steyr XVII	4	145	63	P34x7	P34x7d	6-3.46x4.33	I..	6	Sp...	abce.	Pu...	Pal...	V...	M.	Yes..	Yes..	MD..	Eng..	4	C.	Met...	Wo	IF...	IR...	SN...	D...
W.A.F.	5	173	74	C900x140	C1130x280	4-4.13x6.29	L..	4	He...	ab...	Pu...	WA F	Opt.	M.	Yes..	Yes..	MD..	Eng..	4	R°.	Met...	Ch...	ET...	IR...	WS...	CS...
W.A.F.	5	173	74	P955x155	P955x155d	4-4.13x6.29	L..	4	He...	ab...	Pu...	WA F	Opt.	M.	Yes..	Yes..	MD..	Eng..	4	R°.	Met...	Be..	ET...	IR...	WS...	CS...
CZECHO-SLOVAKIAN																										
Praga	1	126	51	P32x6	P32x6d	4-2.44x4.33	L..	4	Sp...	Pre.	ThS..	Zen...	G...	B..	Yes..	Yes..	SP..	Eng..	4	C.	Met...	Dr..	T...	R...	WS...	D...
Praga	2	142	56	P32x6	P32x6d	4-2.95x5.11	L..	4	Sp...	Pre.	ThS..	Zen...	V...	B..	Yes..	Yes..	SP.	Eng..	4	C.	Met...	Dr..	T...	R...	WS...	D...
Praga	3	142	59	P36x6	P36x6d	4-3.54x5.90	L..	4	Sp...	Pre.	Pu...	Zen...	V...	M.	Yes..	Yes..	MD..	Sep..	4	R...	Met...	St..	T...	R...	SN...	D...
Praga	5	161	61	P38x7°	P38x7d°	4-4.33x6.30	L..	4	Sp...	Pre.	Pu...	Zen...	V...	M.	Yes..	Yes..	MD..	Sep..	4	R...	Met...	St..	T...	R...	SN...	D...
Skoda	1	123	51	P30x5	P30x5	4-2.95x4.33	L..	4	He...	Pre.	Pu...	Zen...	V...	M.	Yes..	Yes..	MD..	Eng..	4	C.	Fab.	Sp...	FR...	R...	SN...	D...
Skoda	2½	122	65	P32x6	P32x6d	4-3 93x5.90	L..	4	He...	Pre.	Pu...	Zen...	V...	M.	Yes..	Yes..	MD..	Sep..	4	R...	Fab.	Dr.	T...	R...	SN...	D...
Skoda	5	157	63	P38x7°	P38x7d°	4-4.72x5.90	L..	4	He...	Pre.	Pu...	Zen...	V.	M.	Yes..	Yes..	MD..	Sep..	4	R..	Fab.	Dr.	T...	R...	SN...	D...
Tatra (6-wheels)	4	155	71	P40x10½	P40x10½	4-4.52x7.08	I..	4	He...	abce.	Pu...	Zen...	G...	M.	Yes..	Yes..	Co..	Eng..	4	C...	N.....	Sp...	IFT..	IF...	SN...	CS...
Tatra (6-wheels)	6	204	71	P40x10½	P40x10½	4-4.52x7.08	I..	4	He...	abce.	Pu...	Zen...	G...	M.	Yes..	Yes..	Co..	Eng..	8	C...	N.....	Sp...	IFT..	IF...	SN...	CS...
Walter	1½	142	52	P30x5	P30x5	4-3.15x4.64	I..	4	He...	abce.	ThS..	Zen...	V...	M.	Yes..	Yes..	MD..	Eng..	4	C...	Met...	Sp...	IF...	IR...	WS...	W...

ABBREVIATIONS

a—Main Bearings
Ama—Amac
B—Balloon (Tires)
B—Battery
b—Lower Rod Bearings
Be—Bevel Gear
C—Center (Gear Lever)
C—Charcoal Gas (Fuel Feed)
C—Cushion (Tires)
c—Camshaft Bearings
CA—Compressed Air
Ch—Chain
CL—Cam and Lever
Cla—Claudel
Co—Cone
Coz—Cozette
CS—Cast Steel
d—Dual
d—Wristpins (Lubrication)
Dd—Dead
DP—Dual Dry Plate
e—Timing Gear Case
Dr—Double Reduction
EG—External Ring Gear
Eng—Unit with Engine
ER—External Rear Wheels
ET—External Transmission
(F)—Front Wheel Drive
F—"F" Head
Fab—Fabric
FF—Full Floating
FR—Front and Rear
FT—Front and Transmission
FTR—Front, Transmission and Rear
G—Gravity
GE—Gas-Electric
He—Helical Gear
HCS—Hollow Cast Steel
HS—Hollow Spoke
I—Valve in Head
IF—Internal Four Wheels
IFR—Four Rear Wheels
IG—Internal Ring Gear
IT—Internal Transmission
L—"L" Head
M—Magneto (Current Source)
May—Maybach
mb—Magneto and Battery
MD—Multiple Disk
Met—Metal
Opt—Optional
(P)—Producer Gas
Pal—Pallas
Pin—Pinion
Pla—Planetary
P—Pneumatic (Tires)
P—Pressure (Fuel Feed)
Pu—Pump
R—Right (Gearshift Lever)
R—Rear (Brakes)
Ren—Renbault
S—Solid
SB—Spiral Bevel
Sep—Separate Unit
Sl—Sleeve Valve
Smi—Smith
SN—Screw and Nut
So—Spur Gear, Overhead Camshaft
Sol—Solex
Sp—Spur Gear (Camshaft Drive)
Sp—Spiral Bevel (Rear Axle)
SpP—Splash with Pressure
SP—Single Plate
Spl—Splash
St—Straight Bevel
SW—Steering Wheel
Th—Thermo-Syphon
T—Transmission
TF—Transmission and Front Wheels
TR—Transmission and Rear Wheels
Tract—Tractor
TT—Torque Tube
TT—Tractor Truck
V—Vacuum
Var—Various
WN—Worm and Nut
Wo—Worm Drive
WCS—Webbed Cast Steel
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith
°—Others also
***—Driver beside Engine
†—With Auxiliary Magnetic
§—All British Trucks are 4-Cyl. unless noted

British Trucks

MAKE OF TRUCK	GENERAL						ENGINE									TRANSMISSION					REAR AXLE			MISCELLANEOUS			
				Tires								Fuel System		Electrical System				Gearset						Brakes Type & Location			
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	Type	Front (Ins.)	Rear (Ins.)	§Bore and Stroke (Ins.)	Valve Arrangement	No. of Cylinders Cast in One Piece	Camshaft Drive	Water Circulation	Oiling System Pressure to	Carburetor Make	Fuel Feed	Ignition Type	Generator Fitted?	Starter Fitted?	Clutch Type	Location	No. Forw'd Speeds	Control Lever	Universals Type	Type	Final Drive	Gear Ratio on Direct	Hand	Foot	Four Wheel Brake Operation	Wheels Type
A. E. C	2½	138	61	P.	36x6	36x6d	3⅛x5½	L.	4	Hel.	Th.	Spl.	Zen.	G.	M.	Yes.	No.	Co.	Sep.	4	C.	Met.	FF.	Wo.	7.2	I.Rw.	I.Rw.		Disk.
A. E. C	4	162	68	P.	38x7	38x7d	4¼x5½	L.	2	Ch.	Th.	a.	Zen.	V.	M.	Yes	No.	Co.	Sep.	4	R.	Met.	FF.	Wo	8.25	I.Rw.	I.Rw.		Disk.
A. E. C	5	168	74	S.	40x5½	40x5½d	4⅜x5⅞	L.	2	Ch.	Pu.	a.	Zen.	G.	M	Ex.	No.	Co.	Sep	4	R.	Met.	FF.	Wo	8.25	I.Rw.	I.Rw.		W.C.S.
Albion	1¼	129	61	P.	34x6	34x6	3⅞x5	L.	4	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met	FF.	Wo	5.7	I.Rw.	E.Tr		Disk.
Albion	1½	129	57	P.	33x5	34x7	3½x4⅜	L.	4	Hel.	Pu.	ab.	Zen	G.	M.	Yes	No.	SP.	Eng.	4	R.	Fab.	FF.	Wo	6.5	I.Rw.	I.Rw.		Disk.
Albion	2	141	61	S.	34x4	34x4d	3⅞x5	L.	4	Hel.	Pu.	ab.	Zen	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	FF.	Wo	5.7	I.Rw.	E.Tr		Disk.
Albion	3	156	64	P.	36x6	36x6d	4⅛x4¾	L.	4	Hel.	Pu.	ab.	Zen	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	FF.	Wo	7.0	I.Rw.	I.Rw.		Disk.
Albion*	4	132	71	P.	36x8	36x8d	4⅝x5½	L.	4	Hel.	Pu.	ab.	Zen	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	FF.	Wo	7.0	I.Rw.	I.Rw.		Disk.
Albion	4	150	70	P.	36x8	36x8	4⅛x4¾	L.	4	Hel.	Pu.	ab.	Zen	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	FF.	Wo		I.Rw.	I.Rw.		Disk.
Austin	½	112	56	P.	30x5	30x5	2⅞x4½	L.	4	Ch.	Th.	abee.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	F&M	¾Fl.	Sp.	5.12	I.Tr.	I.Fw.	Mec.	H.S.
Austin	¾	136	56	P.	32x6	32x6	3¾x5	L.	4	Ch.	Pu.	abee.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	8	R.	Met.	¾Fl.	Sp.	3.9	E.Tr	I.Fw.	Mec.	H.S.
Bean	1½	133	56	P.	32x6	32x6	3 x5½	L.	4	Hel.	Th.	abee.	Sol.	G.	M.	Yes	Ex.	SP.	Sep.	4	R.	Fab.	FF.	Wo.	6.5	I.Rw.	I.Rw.		Disk.
Beardmore	¾	126	55	P.	32x4¾	32x4¾	3½x4¾	L.	4	Ch.	Pu.	ab.	Zen	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab.	FF.	Be.	4.8	I.Rw.	I.Rw.		H.S.
Bristol	2	150	66	P.	34x7	34x7	4 x5	L.	4	Ch.	Th.	ace.	Cla.	V.	M.	Yes.	No.	SP.	Sep.	4	C.	Met.	FF.	Wo.	7.0	I.Rw.	E.Tr.		Disk.
Bristol	4	192	77	P.	38x7	38x7d	4½x5¾	L.	4	Ch.	Th.	ace.	Cla.	V.	M.	Yes.	No.	SP.	Sep.	4	C.	Met.	FF.	Wo.	7.6	I.Rw.	E.Tr.		Disk.
Burford	1½	126	56	P.	32x6	32x6	3⅜x5⅛	L.	4	Hel.	Pu.	ab.		G.	M.	Yes.	Ex.	Co.	Eng.	3	R.	Met.	FF.	Ig.		I.Rw.	I.Rw.		Disk.
Burford	2½	144	60	S.	36x4	36x4d	3½x5½	L.	4	Hel.	Pu.	ab.		G.	M.	Yes.	Ex.	Co.	Eng.	4	C.	Met.	FF	Ig.		I.Rw.	I.Tr.		Disk.
Clyde	2	123	57	P.	34x7	34x7	3⅜x5⅛	L.	4	Hel.	Pu.	abee.	Zen.	V.	M.	Yes.	No.	M D	Eng.	3	C.	Met.	½Fl.	Wo	6.5	I.Rw.	I.Rw.		Disk.
Clyde	2½	150	57	P.	36x6	36x6d	4 x5¼	L.	4	Hel.	Pu.	abede	Zen.	V.	M.	Yes.	No.	M D	Eng.	3	C.	Met.	½Fl.	Wo.	6.5	I.Rw.	I.Rw.		Disk.
Clyde (6 Cyl.)	3½	198	64	P.	36x6	36x6d	3¾x5	L.	6	Hel.	Pu.	abede	Zen.	V.	M.	Yes.	Yes.	M D	Eng.	4	C.	Met.	FF.	Wo.	6.0	I.Rw.	I.Fw	Vac.	Disk.
Commer	1½	140	57	P.	32x6	32x6	3½x5½	F.	4	Ch.	Th.	abee.	Zen.	G.	M.	Yes.	Ex.	Co.	Sep.	4	R.	F&M	FF.	Sp.	6.4	I.Rw.	E.Tr.		Disk.
Commer	2½	159	61	P.	32x6	32x6d	4½x5½	L.	4	Sp.	Th.	abee.	Sol.	G.	M.	Ex.	No	Co.	Sep.	4	R.	F&M	FF.	Wo	6.4	I.Rw.	E.Tr.		Disk.
Commer*	4	159	68	P.	38x7	38x7d	4⅜x5½	L.	4	Sp.	Th.	abee.	Sol.	V.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	8.7	I.Rw.	E.Tr.		Disk.
Commer	5	177	68	P.	40x8	40x8d	4⅜x5½	L.	4	Sp.	Th.	abee.	Sol.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	8.7	I.Rw.	E.Tr.		Disk.
Crossley	1½	126	62	P.	32x4½	32x4½	3½x5⅞	L.	4	Ch.	Pu.	abe.	Zen	G.	M.	Yes	Ex.	SP.	Eng.	8	R.	Met.	FF.	Wo		I.Rw.	I.Fw	Mec.	Disk.
Crossley	3	136	62	P.	36x6	36x6	4 x5½	L.	4	Ch.	Pu.	abe.	Zen	G.	M.	Yes	Ex.	SP.	Eng.	8	R.	Met.	FF.	Wo.	7.0	I.Rw.	I.Fw	Mec.	Disk.
Dennis	1½	132	56	P.	33x5	34x7	3⅜x4¾	L.	4	Hel.	Pu.	abe	Cla	G.	M.	Yes	Ex.	Co.	Eng.	4	C.	Met.	FF.	Wo.	6.75	I.Rw.	I.Rw.		Disk.
Dennis	2½	168	62	P.	36x6	36x6d	3½x5⅞	L.	4	Hel.	Pu.	abe	Cla	G.	M.	Yes	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	6.75	I.Rw.	E.Tr.		Disk.
Dennis	4	169	66	P.	38x7	38x7d	4⅜x5⅞	L.	4	Hel.	Pu.	abe	Cla	G.	M.	Yes	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	7.75	I.Rw.	E.Tr.		Disk.
Dennis	6	186	66	P.	40x8	40x8d	4⅜x5⅞	L.	4	Hel.	Pu.	abe	Cla	G.	M.	Yes	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	8.75	I.Rw.	E.Tr.		Disk.
Garner	1¾	144	62	P.	32x6	32x6	3½x5⅛	L.	4	Hel.	Th.	abee.	Zen.	G.	M.	Ex.	Ex.	Co.	Eng.	4	C.	Fab.	FF.	Wo.	6.5	I.Rw.	I.Rw.		Disk.
Garner*	2½	168	63	P.	32x6	32x6d	3½x5½	L.	4	Ch.	Pu.	abee.	Zen.	G.	M.	Ex.	Ex.	M D	Eng.	4	C.	Fab.	FF.	Wo.	7.0	I.Rw.	I.Rw.		Disk.
Guy	1¼	125	57	P.	32x6	32x6	3⅜x4¾	L.	4	Ch.	Th.	a.	Zen.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	Fab.	FF.	Sp.	5.5	I.Rw.	I.Rw.	Mec.	Disk.
Guy	1½	134	57	P.	33x5	34x7	3⅝x5⅛	I.	4	Ch.	Pu.	abe.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	FF.	Wo.	6.75	I.Rw.	I.Rw.	Mec.	Disk.
Guy	2	148	63	S.	30x3½	30x3½d	4 x5½	L.	4	Ch.	Pu.	a.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	FF.	DR.	6.32	I.Rw.	I.Tr.	Mec.	H.C.S.
Guy	2½	160	63	S.	34x4	34x4d	4 x5½	L.	4	Ch.	Pu.	a.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	DR	6.84	I.Rw.	I.Tr.	Mec.	H.C.S.
Guy	3	172	69	S.	34x4¼	34x4¼d	4¼x5½	L.	4	Ch.	Pu.	a.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo	6.75	I.Rw.	I.Rw.	Mec.	Disk.
Guy	5	172	69	P.	40x8	40x8	4¼x5½	L.	4	Ch.	Pu.	a.	Zen	G.	M.	Ex.	Ex.	Co.	Sep.	4	R.	Met.	FF.	Wo.	9.66	I.Fw.	I.Fw.	Vac.	Disk.
Guy	7	196	75	P.	36x8	36x8d	4¼x5½	L.	3	Ch.	Pu.	a.	Sol.	G.	M.	Ex.	Ex.	SP.	Sep.	4	R.	Met.	FF.	Wo.	8.75	I.Fw.	I.Fw.	Vac.	Disk.
Halley	1½	132	60	P.	34x7	34x7	3¾x5	L.	4	Ch.	Pu.	abe	Zen.	G.	M.	Yes	No.	SP.	Eng.	4	C.	Met.	FF.	Wo.	7.0	I.Rw.	I.Rw.		Disk.
Halley	2	140	64	P.	33x5	33x5d	3¾x5	L.	4	Ch.	Pu.	abe	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	FF.	Wo.	7.0	I.Rw.	I.Rw.		Disk.
Halley	3	160	60	P.	36x6	36x6d	3⅞x5	L.	4	Ch.	Pu.	abe	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	FF.	Wo.	7.5	I.Rw.	E.Tr.		Disk.
Halley*	4	150	73	P.	34x7	34x7d	4⅜x5	L-	4	Ch.	Pu.	abee.	Sol.	V.	M.	Ex.	No.	SP	Sep.	4	R.	Met.	FF.	Wo.	7.0	I.Rw.	E.Tr.		Disk.
Halley	4	175	68	P.	38x7	38x7d	4 x6	L.	3	Ch.	Pu.	Spl.	Zen	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Fab.	FF.	Wo	7.0	I.Rw.	E.Tr.		Disk.
Halley	6	186	68	S.	30x5½	34x6½d	5 x6½	L.	2	Hel.	Pu.	Spl.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	FF.	Wo.	8.25	I.Rw.	E.Tr.		H.C.S.
Halley	8	198	70	P.	34x7	34x7d	4 x6	L.	3	Ch.	Pu.	Spl.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	FF.	Wo.	8.66	E.Tr	I.Rw.	Air.	Disk.
Karrier	2	144	57	P.	34x7	34x7	3¾x5½	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	FF.	Wo.	7.25	I.Rw.	E.Tr.		Disk.
Karrier	3	156	60	P.	36x6	36x6d	3½x5½	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	FF.	Wo.	7.0	I.Rw.	E.Tr.		Disk.
Karrier	4	168	66	S.	32x5	32x5d	4½x5	L.	4	Hel.	Pu.	abe	Sol.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	FF.	Wo.	7.25	I.Rw.	E.Tr.		Disk.
Karrier	5	180	70	S.	32x5½	36x5½d	5 x6	L.	4	Hel.	Pu.	ae.	Sol.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	DR.	7.22	I.Rw.	E.Tr.		Disk.
Karrier	7	192	70	S.	32x6½	36x6½d	5 x6	L.	4	Hel.	Pu.	ae.	Sol.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	DR.	8.95	I.Rw.	E.Tr.		Disk.
Karrier	3	150	61	P.	36x6	36x6	3½x5½	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	7.25	I.Rw	I.Rw.	Vac.	Disk.
Karrier	7	174	80	P.	40x8	40x8	5 x6	L.	4	Hel.	Pu.	ae.	Sol.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	7.25	I.Rw	I.Rw.	Vac.	Disk.
Lacre	2	144	59	S.	32x4	32x4d	4½x5	L.	2	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep.	3	R.	Met.	½Fl	Ch.		I.Rw.	E.Tr.		W.C.S.
Lacre*	2½	117	59	S.	32x4	32x4d.	3½x5½	L.	2	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	½Fl.	Wo.		I.Rw.	I.Rw.		Disk.
Lacre	4	156	67	S.	34x5½	34x5½d	4¾x5	L.	2	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep	4	R.	Met.	½Fl.	DR.		I.Rw.	I.Rw.		W.C.S.
Leyland	2½	141	68	P.	32x6	32x6d	4 x5½	I.	4			Pu.	abee.	Cla.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	FF.	Wo.	6.5	I.Rw.	I.Fw.	Vac.	Disk.
Leyland	3½	162	67	P.	34x7	34x7d	4⅛x5½	I.	4			Pu.	abee.	Cla.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	FF.	Wo.	5.5	I.Rw.	I.Rw.		Disk.
Leyland	3½	156	67	P.	36x6	36x6	4⅛x5½	I.	4			Pu.	abee.	Cla.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	FF.	Wo.	7.3	I.Rw.	I.Rw.		Disk.
Leyland	4	180	70	P.	40x8	40x8d	4½x6	L.	2	Hel.	Pu.	abe	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Bev.	6.6	I.Rw	E.Tr.		Disk.
Leyland	6	180	69	P.	40x8	40x8d	4½x6	L.	2	Hel.	Pu.	abe	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Bev.	7.86	I.Rw.	E.Tr.		Disk.
Leyland	10	186	68	S.	40x8	40x8d	4½x6	L.	2	Hel.	Pu.	abe	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Bev.	8.8	I.Rw.	E.Tr.		Disk.
Maudslay	3-4	162	66	S.	36x4¾	36x4¾d	4⅛x5½	I.	4	Bev.	Pu.	abede	Zen.	G.	M.	Ex.	No	Co.	Sep.	4	R.	Met.	FF.	Wo.	6.75	I.Rw.	I.Tr.		W.C.S.
Maudslay	5-6	186	66	S.	40x5½	40x5½d	4½x6	I.	4	Bev.	Pu.	abede	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	DR.	8.25	I.Rw.	I.Tr.		H.C.S.
Maudslay*	12	180	72	S.	32x6¼	40x6½d	5 x6	I.	4	Bev.	Pu.	abede	Zen.	V.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	FF.	DR.	8.25	I.Fw.	I.Tr.		H.C.S.
Morris	½	105	48	P.	29x5	29x5	2¾x4	L.	4	Hel.	Th.	ace.	SU.	G.	M.	Yes.	Yes.	M D	Eng.	3	C.	Met.	¾Fl.	Sp.	4.75	I.Rw.	I.Fw.	Mec.	H.S.
Morris	¾	114	56	P.	31x4	31x4	2¾x4	L.	4	Hel.	Th.	ace.	Smi.	G.	M.	Yes.	Ex.	M D	Eng.	3	C.	Fab.	¾Fl.	Wo.	6.25	I.Rw.	I.Rw.		H.S.
Morris	1	122	56	P.	32x4½	32x4½	3 x4	L.	4	Hel.	Th.	ace.	Smi.	G.	M.	Yes	Ex.	M D	Eng.	3	C.	Met.	¾Fl.	Wo.	7.25	I.Rw.	I.Rw.		H.S.
Morris	1½	132	56	P.	32x6	32x6	3½x4⅞	L.	4	Hel.	Pu.	abee.	Smi.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Met.	¾Fl.	Wo.	8.33	I.Rw.	I.Rw.		Disk.
Morris	2	144	56	P.	32x5	32x5	3½x4⅞	L.	4	Hel.	Pu.	abee.	Smi.	G.	M.	Yes.	Yes.	SP.	Eng.	8	C.	Met.	¾Fl.	Wo.	8.33	I.Fw.	I.Fw.		Disk.
Pagefield	4	162	69	P.	36x6	36x6d	4⅜x5½	L.	2	Hel.	Pu.	abe	Zen.	V.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.	7.3	I.Rw.	E.Tr.		H.C.S.
Pagefield	5	164	69	P.	38x7	38x7d	4⅜x5½	L.	2	Hel.	Pu.	abe	Zen.	V.	M.	No.	No.	Co.	Sep.	4	R.	Met.	FF.	DR.	7.8	I.Rw.	E.Tr.		H.C.S.
Pagefield (6 Cyl.)	7	180	74	P.	40x8	40x8d	3½x5½	L.	6	Hel.	Pu.	abe	Zen.	V.	M.	Yes.	No.	Co.	Sep.	4	R.	Met.	FF.	DR.	7.8	I.Rw.	I.Fw.	Vac.	Disk.
Pagefield	12	204	72	P.	34x7	34x7d	4 x5½	L.	6	Ch.	Pu.	abe	Zen	V.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo.		I.Rw.	I.Fw.		Disk.
Scammell	7	181	81	P.	44x10	44x10	5 x5½	I.	2	Hel.	Pu.	ab.	Cla.	G.	M.	Ex.	Ex.	Co.	Sep.	5	C.	Met.	FF.	DR.	5.4	I.Fw	I.Tr.	Mec.	W.C.S.
Scammell TT	15	120	73	S.	32x5	32x7d	5 x5½	I.	2	Hel.	Pu.	ab.	Cla.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.			Ch.		I.Rw.	E.Tr.		H.C.S.
S. D.	2-3	Var.	50	S.	20x5	20x5	3½x4¾	L.	4	Hel.	Pu.	abee.	Zen.	G.	M.	Ex.	No.	M D	Sep.	3	C.	Fab.	FF.	Wo	Var.	I.Fw	I.Fw.	Mec.	Disk.
Shefflex	2	132	60	P.	32x6	32x6d	3½x4¾	L.	2	Hel.	Th.	Spl.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	Wo	6.4	I.Rw.	I.Rw.		Disk.
Shefflex	2½	144	66	P.	34x7	34x7d	3½x4¾	L.	2	Hel	Th.	Spl.	Cla.	G.	M.	Ex.	No.	Co.	Sep	4	R.	Met.	FF.	Wo	7.3	I.Rw.	I.Rw.		Disk.
Star	2	132	62	P.	32x6	32x6d	3½x4¾	L.	4	Hel.	Pu.	a.	Sol.	G.	M.	Ex.	No.	DP.	Eng.	4	C.	Met.	½Fl.	Wo.	7.75	I.Rw.	I.Rw.		Disk.
Thornycroft	2	144	62	P.	34x7	34x7d	3¾x5	L.	4	Hel.	Pu.	abe	Zen	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	Met.	½Fl.	Wo	6.25	I.Rw.	I.Rw.		Disk.
Thornycroft	3-4	156	75	P.	38x7	38x7d	4⅜x5½	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	Met.	FF.	Wo	7.25	I.Rw.	E.Tr.		Disk.
Thornycroft	6-7	174	73	P.	40x8	40x8	4¾x6	L.	a	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	Met.	FF.	Wo	8.25	I.Rw.	E.Tr.		Disk.
Thornycroft	3	144	62	P.	36x6	36x6	3¾x5	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	Met.	½Fl.	Wo	7.75	I.Rw.	I.Rw.		Disk.
Thornycroft	5	170	78	P.	40x8	40x8	4¾x6	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	Met.	FF.	Wo.	7.25	I.Rw.	IRw.		Disk.
Tilling Stevens	2½	144	70	S.	36x4	36x4d.	3⅜x4⅞	L.	4	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Fab.	FF.	Wo.	6.00	I.Rw.	I.Rw.		H.C.S.
Tilling Stevens	3	156	70	S.	38x4¾	38x4¾d	4¼x5½	L.	4	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	C.	Fab.	FF.	Wo	6.4	I.Rw.	I.Rw.		Disk.
Vulcan	1½	126	58	S.	30x3½	30x3½	3⅜x5⅛	L.	4	Ch.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Eng.	4	R.	Fab.	FF.	Wo	7.0	I.Rw.	I.Rw.		Disk.
Vulcan	2	132	56	S.	30x4	30x4	3¾x5⅛	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Fab.	FF.	Wo.	7.2	I.Rw.	E.Tr.		Disk.
Vulcan	2½	132	56	S.	30x4	30x4	4 x5⅛	L.	4	Hel.	Pu.	abe	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Fab.	FF.	Wo.	7.2	I.Rw.	E.Tr.		Disk.
Vulcan	3	150	62	S.	28x5	28x5	4⅛x5½	L.	4	Hel.	Pu.	abe	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Fab.	FF.	Wo.	7.2	I.Rw.	E.Tr.		Disk.
Watson	4	162	62	S.	36x4¾	40x4¾d	4½x5½	L.	2	Sp	Pu.	ab	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	FF.	DR.	7.9	I.Rw.	I.Rw.		W.C.S.
W. & G.	1½	128	65	P.	33x5	33x6	3½x4¾	L.	4	Ch.	Pu.	abee.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	3	C.	Met.	FF.	Wo.	7.25	I.Rw.	I.Rw.		Disk.
W. & G.	2	134	60	S.	34x4	34x4d	3¾x5½	L.	4	Ch.	Pu.	abee.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	3	R.	Fab.	FF.	Wo.	6.5	I.Rw.	I.Rw.		H.C.S.

American Stock

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	Number of Rings per Piston
Automatic J5½	T & Tr.	4-5½x7	48.40	48-800	665.2	4.0	4	Int.	1	Sep.	Iron	Iron	L	Sil	2.25	.44	Spur	None	CI	7.00	100.0	1.43x4.62	Rod	4
Automatic M	T & Tr.	4-6½x8	67.10	62-675	1061.7	4.0	4	Det.	1	Sep.	Iron	Iron	L	Sil	2.50	.56	Spur	None	CI	9.00	356.0	1.68x1.12	Rod	4
Automatic N	T & Tr.	4-7½x9	89.80	75-540	1588.0	4.0	4	Det.	1	Sep.	Iron	Iron	L	Sil	3.00	.56	Spur	None	CI	10.50	548.0	2.00x7.12	Rod	4
Automatic R	T & Tr.	4-8½x10	111.50	100-500	2288.0	4.0	4	Det.	1	Sep.	Iron	Iron	L	Sil	3.25	.68	Spur	None	CI	12.31	752.0	2.43x8.00	Rod	4
Brennan CE	T, Tr & B.	4-4½x5	32.4	55-1800	318.1	4.08	3,4	Det.	4	Sep.	Iron°	Iron	L	Sil	2		Spur	Accx	SS	5	88	1.17x4.00	Flo	4
Brennan B70		6-4x5½	38.4	70-1800	414.7	4.5	3,4	Det.	3	Sep.	Al	Al	I	Tun	2⅛	⅜	Heli	None	SS	4.5	72	1.17x3 87	Flo	3
Buda GL6	T, Buses	6-4½x6	48.60	114-2200	572.5	4.3	3	Det.	6	Sep.	Al	Al	L	ASt	2.50†	.31†	Heli	Gen	CI	6.25	93	1.62x3.75	Flo	4
Buda WTU	Trucks	4-3¾x5½	22.50	37-1850	226.4	4.0	3	Det.	4	Sep.	Iron	Iron	L	ASt	1.68†	.28†	Heli	None	CI	4.50	42	1.37x3 00	Flo	4
Buda KBUI	Buses & T	4-4 x5¼	25.60	43-1800	263.9	4.1	3	Det.	4	Sep.	Iron	Iron	L	ASt	1.87†	.28†	Heli	None	CI	5.00	64	1.06x3 44	Flo	4
Buda KTU	Trucks	4-4 x5¼	25.60	43-1800	263.9	4.1	3	Det.	4	Sep.	Iron	Iron	L	ASt	1.87†	.28†	Heli	None	CI	5.00	64	1.06x3.44	Flo	4
Buda EBUI	Buses & T	4-4¼x5½	28.90	48-1850	312.0	4.05	3	Det.	4	Sep.	Iron	Iron	L	ASt	2.12†	.28†	Heli	None	CI	5.37	81	1.12x3.68	Rod	4
Buda ETU	Trucks	4-4¼x5½	28.90	48-1850	312.0	4 05	3	Det.	4	Sep.	Iron	Iron	L	ASt	2.12†	.28†	Heli	None	CI	5.37	81	1.12x3.68	Rod	4
Buda YBUI	Buses & T	4-4½x6	32.40	60-1700	381.7	4.1	3	Det.	4	Sep.	Iron	Iron	L	ASt	2.37†	.28†	Heli	None	CI	6.25	97	1.25x3.87	Rod	4
Buda YTU	Trucks	4-4½x6	32.40	50-1400	381.7	4.1	3	Det.	4	Sep.	Iron	Iron	L	ASt	2.37†	.28†	Heli	None	CI	6.25	97	1.25x3.87	Rod	4
Buda BTU	Trucks	4-5 x6½	40.00	61-1000	510.5	3.9	3	Det.	4	Sep.	Iron	Iron	L	ASt	2.43†	.31†	Heli	None	CI	6.75	142	1.37x4.37	Rod	4
Buda BUS	Buses & T	6-4 x5½	38.40	73-2000	386.4	4.3	3	Det.	6	Sep.	Al	Al	L	ASt	2.12†	.31†	Heli	Gen	CI	5.00	64	1.49x3 18	Flo	4
Buda BA6	Buses & T	6-4½x5½	40.84	83-2000	411.0	4.5	3	Det.	6	Sep.	Al	Al	L	ASt	2.12†	.31†	Heli	Gen	CI	5.00	64	1.49x3.18	Flo	4
Buda HS-6	Cars, T & B	6-3⅜x4½	27.33	52-2200	241.6	4.5	3	Det.	6	Sep.	Iron	Al	L	Sil-e	1.65†	.31	Heli	None	CI	3.87	46.0	1.12x2.81	Flo	4
Buda DS6	Cars	6-3⅜x5	31.50	56-2000	309.6	4 5	3	Det.	6	Sep.	Iron	Al	L	Sil-e	1.96†	.31	Heli	None	CI	4.5		1.37x3 00	Flo	4
Buda JV-6	Tractors	6-5¾x7¼	79.35	125-1000	1130.16	3 88		Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	.44	Heli	None	CI	6.87	172	2.00x4.87	Flo	4
Buda JH-6	Tractors	6-6x7¼	86.4	135-1000	1230	4.28		Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	.44	Heli	None	CI	6.87	196	2.00x5.12	Flo	4
Buda GF-6	Buses & T	6-4¾x6	54.15	127-1800	638	4.30	3	Det.	6	Sep.	Al	Al	L	Sil-e	2.50†	.31	Heli	None	CI	6.25	94	1.62x4.00	Flo	4
Buda F6	T & Tr.	4-5½x6½	48.4	70-1400	618	4.00	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2 43†	.31	Heli	None	CI	6.75	144	1.37x4.87	Rod	4
Buda DW-6	Cars & T	6-3¾x5	33.74	73-2200	331	4.50	3	Det.	6	Sep.	Iron	Al	L	Sil-e	1.96†	.31	Heli	None	CI	4.37	48	1.37x3.00	Flo	4
Buda JV-4	Tractors	4-5⅜x7⅛	52.9	85-1200	740	3.86	3	Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	.37e	Heli	None	CI	6.87	172	2.00x4.87	Flo	4
Buda JH-4	Tractors	4-6x7⅛	57.6	90-1200	806	4.28	3	Det.	2	Sep.	Iron	Iron	L	Sil-e	2.78†	.37e	Heli	None	CI	6.87	196	2.00x5.12	Flo	4
Buda YR A	Tractors	4-4½x6	32.4	50-1400	381.7	4.10	3	Det.	4	Sep.	Iron	Iron	L	Sil-e	2.37†	.28	Heli	None	CI	6.25	120.5	1.25x3.87	Rod	4
‡Buffalo BA	T & Tr.	4-3½x5	19.60	32-1300	192.4	3.5	3	Det.	4	Int	Iron	PS	L	CI	1.75	.31†	Heli	None	CI	3.75	43.0	1.09x3.25	Rod	4
‡Buffalo RT	T & Tr.	4-5 x6	40.00	62-1400	471.2	3.7	4	Int	2	Sep.	Iron	Iron	L	Car	2.25	.31†	Heli	None	CI	6.19	118.0	1.23x4.62	Pist	3
‡Buffalo CM	Tractors	4-5½x7	48.40	75-1200	665.2	3.7	4	Int	2	Sep.	Iron	Iron	L	Car	2.25	.31†	Heli	None	CI	6.00	190.0	1.37x5.00	Pist	3
‡Buffalo CE	Tractors	4-6⅜x9	72.90	100-1000	1252.0	3.7	4	Det.	2	Sep.	Iron	Iron	L	Car	2.87	.44†	Heli	None	CI	7.69	274.0	1.62x6.25	Pist	3
‡Buffalo 4R	Tractors	4-5½x7	48.4	100-1200	666	3.9	4	Det.	2	Sep.	Al°	Al°	I	Sil	2.62	.81	Heli	None	Al	6.12	90.7	1.37x5.06	Flo	4
‡Buffalo 6R	Tractors	6-5½x7	72.6	80-1450	998	3.9	4	Det.	2	Sep.	Al°	Al°	I	Sil	2.62	.81	Heli	None	Al	6.12	90.7	1.37x5.06	Flo	4
Climax RBU	T & Tr.	6-5½x7	72.5	125-1200	997.5	4.34	4	Det.	2	Sep.	Iron	Iron	L	Sil	2.50	.37	Heli	None	CI	6.94	168	1.48x4.87	Pist	4
Climax R4U	Rail C & Tr	4&6-6 x7	57.60°	95-1200°	791.6°	4.42	4	Det.	2	Sep.	Iron	Iron	L	Sil	2 50	.37	Heli	None	CI	6.94	220	1.48x5.37	Pist	4
Climax R6U	Rail C & Tr	6-6x7	86.40	140-1200	1187.5	4.42	4	Det.	2	Sep	Iron	Iron	L	Sil	2.50	.37	Heli	None	CI	6.94	220	1.48x5.37	Pist	4
Climax K, KU, KL	T & Tr.	4-5 x6½	40.00	57-1200	501.4	4.2	3, 4	Det.	2	Sep.	Iron	Iron	L	Sil	2.25	.31	Heli	None	CI	5.75	132.0	1.36x4.75	Rod	3
Climax T & TU	T & Tr.	4-5½x7	48.40	77-1200	665.2	4.1	4	Det.	2	Sep.	Iron	Iron	L	Sil	2.25	.31	Spur	None	CI	7.00	165.0	1.50x5.19	Rod	3
Continental 8R	Cars	6-3⅜x4½	27.34	.....	241.6	4.2	3	Det.	6	Sep.	Al	PS	L	ChN	1.50	.31	Heli	Idler	CI	4.06	35.8	.86x2.84	Rod	3
Continental H7	T, Tr,	4-3½x4¼	15.63	.....	130.4	4.2	3	Det.	4	Int	Iron	PS	L	Sil	1.50	.31	Heli	None	CI	3.25	29.7	.75x2.72	Pist	3
Continental L5	Trucks	4-4¼x5½	28.90	.....	312.0	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.00	.31	Heli	None	CI	6.25	92	1.37x3.75	Rod	4
Continental B7	Trucks	4-5 x6	40.00	.....	471.2	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.12	.31	Heli	None	CI	5.91	104.5	1.50x4.49	Rod	4
Continental 15H	Buses	6-4½x5¾	48.60	.....	548.6	4.14	3	Det.	6	Sep.	Al	Al	L	Sil	2.12†	.37	Heli	None	Al	5.94	62.5	1.50x3.72	Rod	4
Continental 18R	T & Buses	6-4x4½	38.4	81½-2400	339.3	4.38	3	Det.	6	Int	Nicl	PS	I	ChN	1.75	.375	Chain	None	CI	4.91	72.7	1.25x3.43	Flo	4
Continental 20R	T & Buses	6-4½x4¾	40.84	88½-2400	380.9	4.38	3	Det.	6	Int	Nicl	PS	I	ChN	1.75	.375	Chain	None	CI	4.69	72.7	1.25x3.43	Flo	4
Continental 29L	Trucks	6-2⅞x4¾	19.84	44½-2800	185	4.78		Det.	6	Int		PS	L	ChN	1.31	.313	Chain	None	Als	3.28	16.1	.73x2.46	Flo	3
Continental 30L	Trucks	6-2⅞x4¾	19.84	44½-2800	185	4.78	3	Det.	6	Int	Nicl	PS	L	ChN	1.31	.313	Heli	None	CI	3.28	22.1	.73x2.46	Flo	3
Continental 6B	T & Buses	6-6¾x5	33.75	.....	331.4	4.1	3	Det.	6	Sep.	Al	PS	L	Sil	1.81	.31	Heli	None	CI	4.50	51.4	1.12x3.25	Opt	3
Continental S4	Trucks	4-4¼x4½	28.90	.....	255.3	3.77	3	Det.	4	Int	Iron	PS	L	Sil	1.87	.31	Heli	None	CI	4.75	74.2	1.50x3.50	Flo	3
Continental J4	T, B, Tr.	4-3¾x5	22.50	.....	220.9	3.7	3	Det.	4	Sep.	Al	Al	L	Sil	1.62	.31	Heli	None	CI	4.87	58.0	1.12x3.31	Rod	4
Continental K4	T, B, Tr.	4-4½x5¼	27.23	.....	280.6	3.6	3	Det.	4	Sep.	Al	Al	L	Sil	1.87	.31	Heli	None	CI	5.44	78.2	1.25x3.62	Rod	4
Continental 31L	Trucks	6-2⅞x4¾	19.84	44½-2800	185	4.78	3	Det.	6	Int	Nicl	PS	L	ChN	1.31	.31	Heli	None	CI	3.28	22.1	.73x2.46	Flo	3
Continental 34L	Trucks	6-2⅞x4¾	19.84	44½-2800	185	4.78	3	Det.	6	Int	Nicl	Nicl	L	ChN	1.31	.31	Chain	None	CI	3.28	22.1	.73x2.46	Flo	3
Continental 16R	T & Buses	6-4x4¼	38.4	66-2430	311	4.19	3	Det.	6	Int	Nicl	PS	I	ChN	1.75	.375	Chain	None	CI	4.91	71.7	1.25x3.43	Flo	4
Continental 11E	Cars	6-3⅜x4	27.34	61-2900	214.7	4.93	4	Det.	6	Int	Nicl	PS	L	ChN	1.44	.313	Chain	None	Als	3.93	21	.86x2.87	Flo	4
Continental L4	T, B, Tr.	4-4½x5½	32.40	.....	349.9	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.00	.31	Heli	None	CI	5.94	92	1.37x3.94	Rod	4
Continental B5	T, B, Tr.	4-4¾x6	36.10	.....	425.3	3.4	3	Det.	2	Sep.	Al	Al	L	Sil	2.12	.31	Heli	None	CI	6.12	102.7	1.50x4.28	Rod	4
Continental H8	T & Tr.	4-3⅝x4¼	18.22	.....	152.1	4.2	4	Det.	4	Int	Iron	PS	L	Sil	1.50	.31	Chain	None	CI	3.88	35	.86x2.81	Pist	3
Continental 20L	Cars	6-2¾x4¾	18.15	.....	169.3	4.78	4	Det.	6	Int	Iron	PS	L	ChN	1.31	.31	Chain	None	CI	3.28	26	.73x2.44	Rod	3
Continental 8T	Buses	6-4½x5¼	40.84	.....	420.9	4.12	3	Det.	6	Sep.	Al	Al	L	Sil	1.94	.37	Heli	None	Al	4.68	46	1.25x3.59	Rod	5
Continental 18E	Trucks	6-3⅜x4	27.34	61-2900	214.7	4.93	3, 4	Det.	6	Int	Nicl	PS	L	ChN	1.43	.31	Chain	None	Als	3.93	21	.86x2.87	Flo	4
Continental 16C	Trucks	6-3⅜x4⅝	27.34	66-2900	248.3	5	3, 4	Det.	6	Int	Nicl	PS	L	ChN	1.50	.31	Chain	None	Als	2.31	33	.86x2.87	Flo	4
Continental 12K	Cars	8-3⅜x4½	36.45	114-3200	322.9	5.1	4	Det.	8	Int	Nicl	PS	L	ChN	1.50	.37	Chain	None	Als	3.93	21.5	.86x2.87	Flo	4
Continental 15C	Trucks	6-3⅜x4⅝	27.34	66-2900	248.3	5	3, 4	Det.	6	Int	Nicl	PS	L	ChN	1.50	.31	Chain	None	Als	3.93	33	.86x2.87	Flo	4
Continental 16T	T & Buses	6-4½x5¼	43.35	.....	446.9	4.12	3	Det.	6	Sep.	Al	Al	L	Sil	1.94	.37	Heli	None	CI	4.59	67	1.25x3.59	Rod	3
Continental 15S	Cars	8-3x4¾	28 8	.....	268.6	5.0	4	Det.	8	Int	Iron	PS	L	Sil	1.37	.31	Chain	None	ALS	3.38	22.5	.86x2.50	Flo	4
Continental 19D	Cars	6-2⅝x3¾	16 5	35-3200	121.8	5.54	4	Det.	6	Int	Nicl	PS	L	ChN	1.25	.31	Chain	None	Als	3.78	19	.73x2.16	Flo	4
Erd S4E	T & B	4-3½x5	19.60	46-2100	192.0	4.54	3	Det.	4	Int	Iron	PS	L	CI			Heli	None	CI	4.00	36.	.87x3.37	Rod	3
Erd S4I	C & T	4-3⅝x5	18.23	42½-2100	179.0	4.35	3	Det.	4	Int	Iron	PS	L	CI			Heli	None	CI	4.00	33.	.87x3.25	Rod	3
EWC GF	T, Tr & B	4-4¾x6	36.10	55-1200	425.3		4	Det.	1	Sep.	Iron	Iron	L	CI	1.87	.38†	Heli	None	CI	5.87	110.4	1.00x4.25	Rod	3
EWC CF	T, Tr & B	4-5 x6	40.00	61-1400	471.0		4	Det.	1	Sep.	Iron	Iron	L	CI	2.00	.38†	Heli	None	CI	6.25	111.2	1.25x4.62	Rod	4
EWC A	T, Tr & B	4-5¼x6	44.10	67-1400	519.4		4	Det.	1	Sep.	Iron	Iron	L	Sil	2.00	.38†	Heli	None	CI	6.25	112.0	1.25x4.87	Rod	3
EWC DA	T, Tr & B	4-5½x7	48.40	76-1400	665.2		4	Det.	1	Sep.	Iron	Iron	L	Sil-e	2.25	.50†	Heli	None	CI	7.00	175.5	1.44x5.06	Rod	3
Hal -Scott 101	Buses	4-4¼x5½	28 9	56-1800	312	5.09	4	Det.	4	Sep.	Al	Al	Io	Sil	2.25	.31	C&H	Cam	Al	4.56	52	1.25x3.72	Flo	6
Hall-Scott 155	Buses	6-4¼x5½	43 3	90-1800	468	4.74	3	Det.	6	Sep.	Al	Al	Io	Sil	2.12	.31	C&H	Cam	Al	4.56	52	1.50x3.72	Flo	6
Hall-Scott 146-3	T & Buses	6-3⅜x5	33.7	65-1800	331.3	4.9	3	Det.	6	Sep.	Al	Al	Io	Sil	2.12	.31	C&H	Cam	Al	4.69	49	1.25x3.19	Flo	6
‡Hercules K	T, Tr.	4-4¼x5¾	28.9	52-1600	326.3	3.89	3	Det.	4	Int	Iron	PS	L	Sil	2.00	.33	Heli	None	CI	5.25	79.2	1.50x3.75	Pist	4
‡Hercules TXO	T, Tr.	4-6⅜x7	65.	103-1000	893.7	3.89	3	Det.	4	Int	Iron	Al	L	Sil	2.50	.37	Heli		CI	7.00		1.88x5.87	Pist	4
‡Hercules O & O X	T, B, Tr.	4-4 x5	25.60	43-2000	251.3	4.0	3	Det.	4	Int	Iron	PS	L	Sil	1.62	.33	Heli	None	CI°	4.87	64.4	1.37x3.50	Pist	3
‡Hercules L	T, B, Tr.	4-4½x5¾	32.40	60-1800	365.8	4.0	3	Det.	4	Int	Iron	PS	L	Sil	2.00	.33	Heli	None	CI	5.25	88.2	1.50x4.00	Pist	4
‡Hercules G	T, B, Tr.	4-4¾x5¾	36.10	64-1800	407.6	4.0	3	Det.	4	Int	Iron	PS	L	Sil	2.00	.33	Heli	None	CI	5.25	94.7	1.50x4.25	Pist	4
‡Hercules "TX"	T, Tr, Rail C	4-5½x7	48.40	76-1000	665.0	3.9	3, 4	Det.	4	Int	Iron	Al	L	Sil	2.50	.37	Heli		CI	7.00	194	1.88x4.88	Pist	4
‡Hercules "TXA"	T, Tr, Rail C	4-6 x7	57.60	91-1000	792.0	3.9	3, 4	Det.	4	Int	Iron	Al	L	Sil	2.50	.37	Heli		CI	7.00	210	1.88x5.37	Pist	4
‡Hercules YXA	T, B, Tr.	6-3¾x4¾	33.7	69-2200	314.7	4.4	3	Det.	6	Int	Iron	Al	L	Sil-e	1.75	.38	Heli	None	CI	4.06		1.25x3.62	Pist	3
‡Hercules YXB	T, B, Tr.	6-4x4¾	38.4	80-2200	358.1	4.4	3	Det.	6	Int	Iron	Al	L	Sil-e	1.75	.38	Heli	None	CI	4.87		1.25x3.87	Pist	4
‡Hercules YXC	T, B, Tr.	6-4⅜x4¾	45.9	93½-2200	428.4	4.4	3	Det.	6	Int	Iron	Al	L	CI	1.75	.38	Heli	None	CI	4.87		1.25x4.25	Pist	4

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
Cent—Centrifugal.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
Crac—Crankshaft and Accessories.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
CI—Cast Iron.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.
I—Both valves in head.
o—Valve in Head; overhead camshaft.

Engines

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							MAKE AND MODEL
						Crank Pin	Main Bearings												Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)																	
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carbureter or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	
Car...	14.00	144.0	Car...	None...	No...	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	800	1650	Yes...	85¾	191/2	35½	None..	Automatic.....J5½
Car...	17.00	240.0	Car...	None...	No...	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	675	2700	Yes...	26	43	70¼	None..	Automatic.....M
Car...	19.00	496.0	Car...	None...	No...	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	560	3750	Yes...	30	48	78¾	None..	Automatic.....N
Car...	21.00	728.0	Car...	None...	No...	3.50x4.25	5	3.50x6.50	3.50x5.12	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	500	4700	Yes...	32	53½	86½	None..	Automatic.....R
ASt..	11.00	....	NicS.	None...	No...	2.50x2.00	3	2.25x4.25	2.25x3.50	abce....	Gear..	Pump...	Gear..	Opt..	Opt..	1500	1350	600	.....	21	28⅝	39½	Opt.	Brennan.....CE
Car...	11.00	....	ChN..	None...	No...	2.50x2.00	3	2.75x4.50	2.75x3.00	abce....	Gear..	Pump...	Gear..	Opt..	Opt..	1500	1300	750	.....	25¾	33	49¼	Opt°	Brennan.....B70
ChVa.	13.25	138.6	Car...	None...	Yes...	2.99x2.25	4	2.99x2.25	2.99x3.68	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	1650	1000	1295	No....	28¾	43	58 1/16	1	Buda.....GL6
ChVa.	11.25	57.2	Car...	None...	No...	1.87x2.00	3	1.75x2.50	2.12x2.94	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	2000	1000	640	No....	25¾	32⅜	52⅜	3	Buda.....WTU
ChVa.	11.25	92.2	Car...	None...	Yes..	2.00x2.25	3	1.87x2.87	2.12x3.44	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1800	1000	840	No....	25¾	32¼	55 1/16	3	Buda.....KBUI
ChVa.	11.25	89.0	Car...	None...	No...	2.00x2.25	3	1.87x2.87	2.12x3.44	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1800	1000	782	No....	25¾	32¼	55⅛	3	Buda.....KTU
ChVa.	12.25	120.0	Car...	None...	Yes..	2.12x2.50	3	2.12x3.09	2.37x4.00	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1600	1050	980	No....	25¾	35 1/16	58¼	3	Buda.....EBUI
ChVa.	12.25	113.0	Car...	None...	No...	2.12x2.50	3	2.12x3.09	2.37x4.00	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1600	1050	968	No....	25¾	35 5/16	58¼	3	Buda.....ETU
ChVa.	13.25	148.2	Car...	None...	Yes..	2.49x3.00	3	2.12x3.50	2.37x4.44	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1400	850	1140	No....	25¾	38¼	65¼	3	Buda.....YBUI
ChVa.	13.25	133.7	Car...	None...	No...	2.49x3.00	3	2.12x3.50	2.37x4.44	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1400	850	1080	No....	25¾	38¼	65¼	3	Buda.....YTU
ChVa.	14.37	163.0	Car...	None...	No...	2.50x3.12	3	2.25x4.12	2.62x4.68	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1200	700	1410	No....	28¾	41 1/16	70¾	1	Buda.....BTU
ChVa.	11.25	94.0	Car...	None...	Yes..	2.49x2.12	4	2.50x2.12	2.50x3.50	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	1850	800	946	No....	25¾	38¼	53⅜	3	Buda.....BUS
ChVa.	11.25	94.0	Car...	None...	Yes..	2.49x2.12	4	2.50x2.12	2.50x3.50	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	1850	800	954	No....	25¾	38¼	53⅜	3	Buda.....BA6
ChVa.	9.75	48.0	Car...	None...	Yes ..	2 37x1.75	4	2.37x1.75	2.37x2.75	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	2200	1200	708	No....	25¾	31¾	44 1/16	3	Buda.....HS-6
ChVa.	10.75	.....	Car...	None...	Yes..	2.50x1.87	4	2.50x1.87	2.50x2.75	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	2000	800	793	No....	25¾	31⅛	46 1/16	3	Buda.....DS6
ASt..	15.25	239	Car...	None...	Yes..	3.49x3.31	4	3.50x4.75	3.50x4.75	abede..	Gear..	Pump...	Cent..	Opt..	Cent..	1200	400	2900	No....	28⅝	44 1/16	72¾	1	Buda.....JV-6
ASt..	15.25	239	Car...	None...	Yes..	3.49x3.31	4	3.50x4.75	3.50x4.75	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	1200	400	3100	No....	28⅞	44 1/16	72¾	1	Buda.....JH-6
ASt..	13.25	138.6	Car...	None...	Yes..	2.99x2.25	4	2.99x2.25	2.99x3.08	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	1650	1000	1300	No....	28¾	43	56 1/16	1	Buda.....GF-6
ASt..	14.37	163	Car...	None...	No...	2.50x3.12	3	2.25x4.12	2.62x3.33	abce....	Gear..	Pump...	Cent..	Opt..	Opt..	1200	700	1450	No....	28¾	41 7/16	70¾	1	Buda.....Fr
ASt..	10.75	67	Car...	None...	Yes..	2.50x1.87	4	2.50x1 87	2.50x2.75	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	2000	1000	793	No....	25¾	31⅞	46 1/16	3	Buda.....DW-6
ASt..	14.62	227.2	Car...	None...	No...	3.00x3.34	3	3.00x3 33	3.00x3 33	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	1100	700	1883	No....	28¾	44½	45⅜	1	Buda.....JV-4
ASt..	14.62	227.2	Car...	None...	No...	3.00x3.34	3	3.00x3 33	3.00x3 33	abede..	Gear..	Pump...	Cent..	Opt..	Opt..	1100	700	1953	No....	28¾	49 1/16	45⅜	00,0	Buda.....JH-4
ASt..	13.25	133.7	Car...	None...	No...	2.49x3.00	3	2.12x3.50	2.37x4.44	abceee..	Gear..	Pump...	Cent..	Opt..	Opt..	1050	850	1000	Yes..	23 1/16	40 3/32	60 1/16	3	Buda.....YR
Car...	10.25	48.0	Car...	None...	No...	1.87x2.12	3	2.18x2.87	2.25x3.00	Splash...	Pist..	ThS*	Cent..	Opt..	Cent..	1500	1000	530	Yes..	25¾	32½	39½	Opt...	Buffalo.....BA‡
Car...	12.94	109.0	Car...	.87	No...	2.12x3 25	3	2.12x3 69	2.12x5.25	ab.....	Ecc...	Pump...	Cent..	Opt..	Cent..	1000	600	1100	Yes..	25½	35½	50½	None..	Buffalo.....RT‡
Car...	13.25	123.0	Car...	.87	No...	2.25x3.25	3	2.37x4.50	2.37x4.87	ab.....	Gear..	Pump...	Vane*	Opt..	Cent..	1000	700	1600	Yes..	33	43	51¼	None..	Buffalo.....CM‡
Car...	17.75	232.0	Car...	1.00	No...	2.75x4.00	3	2.75x5.50	2.75x5.87	ab.....	Gear..	Pump...	Gear..	Opt..	Cent..	900	575	2400	Yes..	41¾	54¼	56½	None..	Buffalo.....CE‡
Car...	14.00	112.0	Car...	None...	No...	2.62x2.75	5	2.62x4.50	2.62x4 50	abde....	Gear..	Pump...	Cent°	Opt..	Cent..	1300	800	1525°	No....	30	44½	50⅛	Opt...	Buffalo.....4R‡
Car...	14.00	112.0	Car...	None...	No...	2.62x2.75	7	2.62x4.50	2 62x4 50	abde....	Gear..	Pump...	Cent°.	Opt..	.....	1500	800	1900°	No....	30	44½	66⅞	Opt..	Buffalo.....6R‡
ASt..	16.00	220	ChN..	None...	Yes..	3 00x3 50	4	3.25x3 81	3.25x4.50	abe.....	Ecc...	Pump...	Cent..	Stk..	Cent..	1200	700	2660	Yes..	29 1/16	46 7/16	73 1/16	1	Climax.....RBU
ASt..	16.00	220	ChN..	None...	No...	3.00x3.50	4	3.25x3.81	3.25x4.50	abe.....	Ecc...	Pump...	Cent..	Stk..	Cent..	1200	700	2000	Yes..	30 1/16	46¼	57°	1	Climax.....R4U
ASt..	16.00	220	ChN..	None...	Yes..	3.00x3.50	4	3 25x3.81	3 25x4.50	abe.....	Ecc...	Pump...	Cent..	Stk..	Cent..	1200	700	2600	Yes..	30 1/16	46¼	73 1/16	1,0	Climax.....R6U
ASt..	13.00	111.0	ChN..	None...	No...	2.25x3.00	3	2.19x3.78	2.31x4.40	abe.....	Ecc...	Pump...	Cent..	Stk..	Cent..	1200	700	1100	Yes..	26¼	39¾	49½	2	Climax.....K, KU, KL
ASt..	14.00	179.0	ASt..	None...	No...	2.50x3.50	3	2.50x3.81	2.50x4.50	abe.....	Ecc...	Pump...	Cent..	Stk..	Cent..	1200	700	1550	Yes..	28	43⅞	55 1/16	1	Climax.....T & TU
Car...	10.50	45.0	Car...	None...	No...	2.25x1.56	4	2.25x2.34	2.25x2.81	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	1000	580	No....	26	32¼	40⅝	3	Continental.....8R
Car...	8.00	28.0	Car...	None...	No...	1.50x1.44	3	1.50x1.78	1.50x2.75	abe.....	Gear..	Pump...	Cent..	Stk..	Cent..	1200	1400	305	No....	26	29 1/16	30⅝	4, 5	Continental.....H7
Car...	12.00	119.5	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25	abed....	Gear..	Pump...	Cent..	Opt..	Opt..	1200	620	807	No....	26	39⅜	42 1/32	2	Continental.....L5
Car...	13.25	162.7	Car...	None...	No...	2.62x3.00	3	2.37x3.31	2.62x3.69	abed....	Gear..	Pump...	Cent..	Opt..	Opt..	1100	700	969	No....	28¾	41 1/16	46 1/16	1	Continental.....B7
Car...	13.50	135.2	ASt..	None...	Yes..	3.00x2.12	7	3.00x3.06	3.00x2.75	abed....	Gear..	Pump...	Cent..	Opt..	Opt..	1650	900	1370	No....	28¾	41½	52⅛	1	Continental.....15H
Car...	9.50	54.5	ChVa.	None...	No...	2.50x1.82	7	2.75x1.75	2.75x2.62	abed....	Gear..	Pump...	Cent..	Opt..	Cent..	2000	860	1146	No....	27 1/16	36 1/32	46⅜	3	Continental.....18R
Car...	9.50	54.5	ChVa.	None...	No...	2.50x1.82	7	2.75x1.75	2.75x2.62	abed....	Gear..	Pump...	Cent..	Opt..	Cent..	2000	960	1160	No....	29 1/16	36 1/32	46⅜	3	Continental.....20R
Car...	9.00	....	Car...	None...	No...	2.00x1.13	4	2.12x1.34	2.12x1.56	abe.....	Gear..	Pump...	Cent..	None	.....	.....	1000	487	No....	25 1/16	24 1/32	35¼	4	Continental.....29L
Car...	9.00	27	Car...	None...	No...	2.00x1.13	4	2.12x1.34	2.12x1.56	abe.....	Gear..	Pump...	Cent..	None	.....	.....	1000	497	No....	26 1/16	23 11/32	34 1/32	4	Continental.....30L
Car...	11.00	68.5	Car...	None...	Yes..	2.37x1.87	4	2.37x2.34	2.37x3.06	ab.....	Gear..	Pump...	Cent..	Opt..	Cent..	1800	1000	789	No....	26	34 1/32	44 1/16	3	Continental.....6B
Car...	12.00	98.5	Car...	None...	No...	2.25x2.37	3	2.25x2.12	2.25x2.69	abed....	Gear..	Pump...	Cent..	Opt..	Var..	1800	1100	748	No....	26	33⅝	38 11/32	2,3	Continental.....S4
Car...	11.00	79	Car...	None...	No...	2.00x2.18	3	2.25x2.25	2.25x2.62	abed....	Gear..	Pump...	Cent..	Opt..	Var..	1400	750	590	No....	26	31 11/32	35	3	Continental.....J4
Car...	11.50	93.2	Car...	None...	No...	2.12x2.37	3	2.25x2.62	2.25x2.75	abed....	Gear..	Pump...	Cent..	Ont..	Var..	1300	700	680	No....	26	38 1/32	38	2	Continental.....K4
Car...	9.00	27	Car...	None...	No...	2.00x1.13	4	2.12x1.34	2.12x1.56	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	1000	504	No....	25 7/16	24 1/32	35 11/32	4	Continental.....31L
Car...	9.00	27	Car...	None...	No...	2.00x1.13	4	2.12x1.34	2.12x1.56	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	1000	497	No....	26 1/16	24 1/32	34 11/32	4	Continental.....34L
Car...	8.25	54.5	ChVa.	None...	No...	2.38x1.81	7	2.75x1.75	2.75x2.62	abce....	Gear..	Pump...	Cent..	Opt..	Cent..	2000	800	1100	No....	25¾	34 1/16	46 3/16	3	Continental.....16R
Car...	8.06	33	Car...	None...	No...	1.88x1.38	7	2.12x1.43	2.12x1.87	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	1000	448	No....	.....	.....	.....	None..	Continental.....11E
Car...	12.00	124.7	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25	abed....	Gear..	Pump...	Cent..	Opt..	Var..	1200	600	807	No....	26	39⅜	42 7/32	2	Continental.....L4
Car...	13.25	162.7	Car...	None...	No...	2.62x3.00	3	2.37x3.31	2.62x3.69	abed....	Gear..	Pump...	Cent..	Opt..	Var..	1100	800	998	No....	28¾	41 1/16	46 1/16	1	Continental.....B5
Car...	8.00	29	Car...	None...	No...	1.50x1.44	3	1.50x1.78	1.50x2.75	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	1200	310	No....	26	32½	29 1/16	Opt...	Continental.....H8
Car...	9.00	28.0	Car...	None...	No...	2.00x1.12	4	2.12x1.37	2.12x1.56	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	800	476	No....	26	32¼	35¼	4	Continental.....20L
Car...	11.00	86.7	Ast..	None...	Yes..	2.50x1.18	7	2.50x2.06	2.50x2.66	abed....	Gear..	Pump...	Cent..	Opt..	Opt..	1800	800	1023	No....	26	35 1/16	47 11/32	2	Continental.....8T
Car...	8.06	33	Car...	None...	No...	1.88x1.38	7	2.12x1.43	2.12x1.87	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	1000	468	No....	27	23 11/32	38 1/32	Spec..	Continental.....18E
Car...	9.00	37.5	Car...	None...	No...	2.13x1.19	7	2.37x1.78	2.37x2.18	abe.....	.....	Pump...	Cent..	NP..	None..	None..	1000	630	No....	25 7/16	28¾	39 11/32	3, 4	Continental.....16C
.....	9.00	42.5	Car...	None...	No...	2.25x1.50	5	2.62x1.65	2.62x2 53	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	2000	748	No....	25 7/16	26 11/32	47 7/16	4	Continental.....12K
Car...	9.00	37.5	Car...	None...	No...	2.13x1.38	7	2.37x1.78	2.37x2.18	abe.....	Gear..	Pump...	Cent..	NP..	None..	None..	1000	630	No....	25 7/8	25 1/32	39 3/32	3, 4	Continental.....15C
Car...	11.00	86.7	ASt..	None...	Yes..	2.50x1 81	7	2.50x2.06	2.50x2 66	abed....	Gear..	Pump...	Cent..	Opt..	Cent..	1800	800	1023	No....	26	35 1/16	47 11/32	2	Continental.....16T
Car...	9.75	5.5	Car...	None...	No...	2.25x1.31	5	2.37x1.37	2.37x2.37	abce....	Gear..	Pump...	Cent..	NP..	None..	None..	.....	675	No....	26 1/16	30¼	44⅛	5	Continental.....15S
Car...	7.75	231	Car...	None...	No...	2.00x1.25	4	2.12x1.76	2.12x1.75	ab.....	Gear..	Pump...	Cent..	NP..	None..	None..	1200	.....	No....	22	22 11/32	35 1/32	Spec..	Continental.....19D
Car...	10.00	60	.....	.62	.....	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.....	Gear..	.....	Gear..	Opt..	.....	.....	800°	475	.....	26	24 1/32	30 3/32	3, 5	Erd.....S4E
Car...	10.00	60	Car...	.62	No...	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.....	Gear..	Opt..	Cent..	Opt..	.....	.....	1200	470	.....	26	24 1/32	30 3/32	3 .5	Erd.....S4I
Car...	10.00	112.0	Car...	.44	No...	2.00x2.44	5	2.25x3.44	2.25x2.62	ab.....	Gear..	Pump...	Cent..	Stk..	Cent..	1200	650	1180	Yes..	24¼	35¼	42¾	No....	EWC.....GF
Car...	10.00	128.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3 62	ab.....	Gear..	Pump...	Cent..	Stk..	Cent..	1200	700	1180	Yes..	24¼	37¼	42¾	No....	EWC.....CF
Car...	12.00	148.0	Car...	.56	No...	2.00x2.44	5	2 25x3.44	2.25x3.62	ab.....	Gear..	Pump...	Cent..	Stk..	Cent..	1200	700	1300	Yes..	24½	39¼	42¾	No....	EWC.....A
Car...	14.00	182.7	Car...	None...	No...	2.50x3.00	5	2.50x3.00	2.62x4.00	ab.....	Gear..	Pump...	Cent..	Stk..	Cent..	1000	700	1700	Yes..	29½	58½	52¾	No....	EWC.....DA
ASt..	11.00	104	ChN..	None...	No...	2.25x2.45	3	2 25x2.25	2.25x3.25	abe.....	Gear..	Pump...	Cent..	Stk..	Cent..	1800	1100	984	No....	28¼	44	61½	Yes*.	Hall-Scott.....101
ASt..	11.00	104	ChN..	None...	No...	2.25x2.44	4	2.75x2.19	2.75x3.19	abe.....	Gear..	Pump...	Cent..	Stk..	Cent..	2000	1200	1440	No....	35½	48	65¼	3	Hall-Scott.....155
ASt..	11.00	93.5	ChN..	None...	No...	2.25x1.87	4	2.75x2.69	2.75x2.69	abce....	Gear..	Pump...	Cent..	Stk..	Cent..	2000	1200	1230	No....	31	46	58	3	Hall-Scott.....146-3
Car...	10.87	76	Car...	None...	No...	2.50x2.62	3	3.00x3.25	3 00x3.50	ab.....	Gear..	Pump...	Cent..	Opt..	Cent..	1400	1000	819	....	26	30 7/16	42 1/16	1, 2	Hercules.....K‡
Car...	13.25	.....	Car...	None...	.....	3.00x3.00	..	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk..	Cent..	1200	800	1700	Yes..	28¾	35 1/16	56⅜	0, 1	Hercules.....TXO‡
Car°	9.50	60.0	Car...	None...	No...	2.00x2.25	3	2.00x2.94	2.00x3.31	ab.....	Gear..	Pump*	Cent..	Opt..	Opt..	1500	° 1000	605	Yes..	25 7/16	28¼	37⅜	2, 3	Hercules.....O&OX‡
Car...	10.87	76.0	Car...	None...	No...	2.50x2.62	3	3.00x3.25	3.00x3.50	a.....	Gear..	Pump...	Cent..	Opt..	Opt..	1400	900	819	Yes..	26	30 7/16	42 1/16	1, 2	Hercules.....L‡
Car...	10.87	76.0	Car...	None...	No...	2.50x2.62	3	3.00x3.25	3.00x3.50	a.....	Gear..	Pump...	Cent..	Opt..	Opt..	1400	900	819	Yes..	26	30 7/16	42 1/16	1, 2	Hercules.....G‡
Car...	13.25	.....	Car...	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk..	Opt..	1250	800	1650	Yes..	28¾	35 1/16	56⅜	0, 1	Hercules.....“TX”‡
Car...	13.25	.....	Car...	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk..	Opt..	1250	800	1650	Yes..	28¾	35 1/16	56⅜	0, 1	Hercules.....“TXA”‡
Car...	9.62	.....	Car	None...	No...	2.50x1.75	7	3 00x2 00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt..	.....	.....	1000	.....	Yes..	25 7/8	33½	46 1/16	2, 3	Hercules.....YXA‡
Car...	9.62	.....	Ca...	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt..	.....	.....	1000	.....	Yes..	25 7/8	33½	46 1/16	2, 3	Hercules.....YXB‡
Car...	9.62	....	Car...	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt..	.....	.....	1000	.....	Yes..	25 7/8	33½	46 1/16	2, 3	Hercules.....YXC‡

Ind—Industrial.
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
Nicl—Nickle Iron
NicS—Nickel Steel.
NP—No provision.
Opt—Optional.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silcrome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.
Sl—Sleeve.

Pist—Piston.

Spec—Special.
SS—Semi Steel.
SpP—Splash with pressure.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
§—Pressure to all main crankshaft. and camshaft bearings.
‡—1928 Specifications.

American Stock

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	Number of Rings per Piston
‡Jackson J-A	Trucks	4-4¼x6⅝	28.90	35-1200	376.0	3.5	3	Det.	2	Sep.	SS.	Al.	L.		1.87	.31	Heli.	None.	CI.	6.00		1.13x4.00	Rod.	3
John Deere D	Tractors	2-6¾x7	36.45	-800	501	3.9	3	Det.	2	Sep.	Iron.	Iron.	I.	Sil-e.	2.31	.53	Heli.	None.	CI.	8.69	276.0	1.75x6.12	Rod.	5
John Deere 6P	Tractors	2-5½x6					3	Det.	2	Sep.	SS.	Iron.	L.	Sil.	2.25	.44	Heli.	None.	CI.	7.00	164.0	1.75x5.25	Rod.	4
‡LeRoi K	Cars, T, Tr.	4-2¾x4	12.1	16-2200	95	4.0	3, 4	Det.	4	Int.	Iron.	Iron.	L.	CI.	1.50	.19	Heli.	None.	CI.	3.50	15.0	.75x2.62	Rod.	3
‡LeRoi 2C	C, T, Tr.	4-3½x4½	15.63	25-2200	138.1	4.4	3	Det.	4	Int.	Iron.	Iron.	L.	CI.	1.50	.19	Heli.	None.	CI.	3.50	28.0	.75x2.87	Rod.	3
‡LeRoi MR & M	Tractors	2-3½x4½	7.80	10-1750	69.0	4.4	3, 4	Det.	2	Int.	Iron.	Iron.	L.	CI.	1.50	.19	Heli.	None.	CI.	3.50	28.0	.75x2.87	Rod.	3
Light H	C, T, Tr.	4-3¼x4½	16.90	29-2350	149.3	3.9	3	Det.	4	Int.	Iron.	Iron.	L.	CI.	1.19	.36	Heli.	None.	CI.	4.00	30.0	.75x3.00	Rod.	3
Lever (Powell) AF1	Buses	6-4⅝x10		140-1300	100.8	4.8	3		1	Sep.	Iron.	Al.	L.	Sil.	2.25	.44	Chain.	None.	Mag.	6.00	40.0	2.00x2.63	Flo.	5
Lycoming CT	T. Tr. & B.	4-3⅜x5	22.50	38-2150	220.9	4.0	3	Det.	4	Sep.	Iron.	PS.	L.	Sil-e.	1.62	.31	Heli.	Crac.	CI.	4.37	42.0	1.12x3.50	Pist.	4
Lycoming C4	Trucks & B.	4-4x5	25.60	34-2000	251.3	3.8	3	Det.	4	Sep.	Iron.	PS.	L.	Sil-e.	1.62	.31	Heli.	Crac.	CI.	4.12	32.0	1.12x3.50	Pist.	3
Lycoming C4W	T, B, Tr.	4-4x5	25.6	44-2000	251.3	3.8	3	Det.	4	Sep.	Iron.	PS.	L.	Sil-e.	1.62	.31	Heli.	Accx.	CI°.	4.12	32.0	1.12x3.50	Pist.	3, 4
Lycoming WS	Cars	6-2⅞x4¾	19.84	60-3400	185.0	5.2	4	Det.	6	Int.	Iron.	PS.	L.	Sil-e	1.25°	.34	Chain.	None.	Als.	3.50	17.0	.87x2.40	Pist.	4
Lycoming WS6	Trucks	6-2⅞x4¾	19.84	57-3200	185.0	5.04	O_3	Det.	6	Int.	Iron.	PS.	L.	Sil-e.	1.38	.34	Heli.	Idler.	CI.	3.50	23.0	.87x1.44	Pist.	4
Lycoming 4SL	Buses, Tr.	6-3¼x4½	25.35	56-2700	224.0	4.8	pt.	Det.	6	Sep.	Iron.	PS.	L.	Sil-e	1.31e	.31	Heli.	None.	CI°.	3.93	38.0	.87x3.00	Rod.	4
Lycoming TH	T & Buses	6-3½x5	29 4	60-2700	288.6	4.4	3, 4	Det.	6	Sep.	Iron.	PS.	L.	Sil-e.	1.69e	.31	Heli.	Idler.	Al.	4.37	28 9	1.12x2.97	Flo.	4
Lycoming TF	T & Buses	6-3⅝x5	31.5	71-2600	309.6	4.4	3, 4	Det.	6	Sep.	Iron.	PS.	L.	Sil-e.	1.69e	.31	Heli.	Idler.	Al.	4.37	30 8	1.12x2.97	Flo.	4
Lycoming TS	T & Buses	6-3⅞x5	36.0	75-2600	353.8	4.4	3, 4	Det.	6	Sep.	Iron.	PS.	L.	Sil-e	1.69e	.31	Heli.	Idler	Al.	4.37	36 0	1.12x3 34	Flo.	4
Lycoming GT	Cars	8-2⅜x4¾	24 2	75-3400	225.7	5.0	4	Det.	8	Int.	Iron.	PS.	L.	Sil-e	1 25	.34	Chain	None.	CI.	3.50	20.0	.87x2 28	Pist.	4
Lycoming GS	Cars	8-2⅞x4¾	26 45	85-3400	246.7	5.25	4	Det.	8	Int.	Iron.	PS.	L.	Sil-e	1.25e	34	Chain.	None.	Al.	3.50		.87x2.40	Pist.	4
Lycoming HD	Cars	8-3¼x4½	33 8	115-3300	298.6	5.25	4	Det.	8	Sep.	Iron.	PS.	L.	Sil.	1.31e	34	Chain.	None.	Al.	3 94	24 0	.87x2 81	Pist.	3
Lycoming MD	Cars	8-3¼x4½	33.8	115-3300	298.6	5.25	4	Det.	8	Sep.	Iron.	PS.	L.	Sil.	1 31e	34	Chain.	None.	Al.	3 94	24 0	.87x2.81	Pist.	3
Mar Tan F	T & Tractors	2-3⅜x3⅜		14	69.9			Det.	1	Sep.	SS.		I.	Sil.	1.50	.27		Crac.	CI.	3 12		.75x3 63	Pist.	2
Niagara M	C, Tr.	4-3x4	25.30	32-3000	103.6	3.0	3	Det.	4	Int.	Al.	Al.	L.	S	1 18	.37	Spur.	None.	Al.	3.81	17.0	.75x2.93	Flo.	3
Niagara S	C, Tr.	4-2¾x4	12.10	15-1600	95.0	3.0	3	Det.	4	Int.	Iron.	Iron.	L.	CI.	1.18	.25	Spur.	None.	CI.	3.00	20.0	.62x2.50	Flo.	3
Reliable 10-20	Tractors	2-6x7	18.81	22-600		5.0	3	Det.	2	Sep.	SS.	Iron.	I.	CI.			Spur.	None.	CI.				Pist.	3
Stearns HU & H	T & Buses	4-4½x6	32.40	45-1000	381.7	4.3	3, 4	Det.	4	Sep.	CI.	CI.	I.	Sil.	2.00	.37	Heli.	None.	CI.	5.75	80.5	1.50x4.00	Rod.	3
Stearns AU, A	T, B, Tr.	4-4⅜x6½	36.10	°50-1000	460.7	4.3	3, 4	Det.	4	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Heli.	None.	CI.	6.00	85.0	1.62x4.25	Rod.	4
Stearns DU, D	T, B, Tr.	4-5½x6½	42.00	°60-1000	536.4	4.6	3, 4	Det.	4	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Heli.	None.	CI°.	6.00	92.0	1.62x4.62	Rod.	4
Stearns HR	T & Buses	4-4½x6	32.40	72-1600	381.7	4.9	3, 4	Det.	4	Sep.	CI.	CI.	I.	Sil.	2.00	.44	Heli.	None.	Dur.	6.12	44.0	1.50x4.00	Rod.	4
Stearns DUV6	T, B, Tr.	6-5½x6½	63.0	120-1200	804.5	4.6	3	Det.	2	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Chain.		CI.	6.00	92.0	1.62x4.62	Rod.	4
Stearns EUV6	T, B, Tr	6-5½x6½	73.6	140-1200	926.6	4.6	3	Det.	2	Sep.	CI.		I.	Sil.	2.25	.44	Chain.		CI.	6.00	96.0	1.62x5.00	Rod.	4
Stearns DR6	T, B, Tr.	6-5½x6½	63.00	154-1500	804.5	4.9	3, 4	Det.	6	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Cnain	None.	Dur°.	6.50	59.0	1.62x4.62	Rod.	4
Stearns EU4		4-5½x6½	48.40	80-1000	617.7	4.8	3	Det.	4	Sep.	CI.	CI.	I.	Sil.	2.25	.44	Heli.	None.	CI.	6.75	96.0	1.62x5.00	Rod.	4
Twin City TW	Tractors	4-4¼x6	28.90	40-1200	340.4	4.0	4	Det.	4	Int.	Iron.	Iron.	I.	CI.	1.50	.31	Heli.	None.	CI.	5.00	73.0	1.25x3.87	Rod.	4
Twin City AF	Tractors	4-5½x6¾	48.40	90-1500	641.4	3.8	4	Det.	4	Int.	Iron.	Iron.	I.	CI.	1.75	.44	Heli.	None.	CI.	6.75	170.0	1.62x5.00	Rod.	5
Twin City TR	Tractors	4-6¼x8	62.50	66-750	981.7	4.1	4	Det.	2	Sep.	Iron.	Iron.	L.	CI.	2.50	.57	Heli.	None.	CI.	7.75	320 0	1.87x5.50	Rod.	4
Twin City TA	Tractors	4-7¼x9	84.1	84-650	1486.0	3.5	4	Det.	1	Sep.	Iron.	Iron.	I.	CI.	3.00	.69	Heli.	None.	CI.	10.00	526.0	2.19x6.68	Rod.	4
Twin City BE	Tractors	4-7¾x9	96.10	100-650	1698.3	3.5	4	Det.	1	Sep.	Iron.	Iron.	I.	CI.	3.00	.69	Heli.	None.	CI.	10.25	582.0	2.19x7.19	Rod.	4
Twin City TE	Tractors	6-7¾x9	144.1	140-650	2547.5	3.5	4	Det.	1	Sep.	Iron.	Iron.	I.	CI.	3.00	.69	Heli.	None.	CI.	10.25	582 0	2.19x7.19	Rod.	4
Twin City FE		4-4½x6	32.4	50-1200	381.7	4.04	4	Det.	2	Sep.	Iron.	Iron.	I.	ChN.	1.75	.32	Spur.	None.	CN.	5.5	88.0	1.25x3.75	Rod.	4
Van Blerck N-6	Buses, Tr.	6-5½x6	72.5	156-1500	855.3	4.1	3	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli.	None.	SS.	6.25	172.0	1.50x5.19	Rod.	3
Van Blerck R	Buses, Tr.	6-5¾x7	79.6	175-1500	1089.6	4.0	3	Det.	2	Sep.	SS.	Al.	I.	Sil.	2.12	.37	Heli.	None.	SS.	6.25		5.75x5.50	Rod.	3
Waukesha CU	T, B, Tr.	4-4⅜x5¾	30.63	48-1650	346		3	Det.	2	Sep.	Al.	Iron°	L.				Heli.	None.	CI.				Pist.	3
Waukesha GU	T & Tr.	4-5⅜x6¼	46.20	68-1450	567.0		3	Det.	2	Sep.	Al.	Iron°	L.				Heli.	None.	CI.				Pist.	3
Waukesha 6HB	T & Buses	6-4¼x5¾	43.10	90-2000	490.0		3	Det.	2	Sep.	Al.	Al.	L.				Heli.	None.	CI.				Pist.	3
Waukeska CR	T & Tractors	4-4⅜x5¾	30.6		346		3	Det.	2	Sep.	Iron.	PS.	L.				Heli.	None.	CI.			1.25x2.63	Pist.	
Waukesha DR	T & Tr,	4-4½x6¼	32.4		398		3	Det.	2	Sep.	Iron.	PS.	L.				Heli.	None.	CI.			1.38x2 63	Pist.	3
Waukesha ER	T & Tr.	4-5x6½	40		491		3	Det.	2	Sep.	Iron.	PS.	L.				Heli.	None.	CI.			1.38x3.13	Pist.	3
Waukesha HS	T & Tr.	4-5½x6½	48.4		618		3, 4	Det.	4	Sep.	Iron.	Iron.	L.				Heli.	None.	CI.			1.38x3.25	Pist.	
Waukesha V	T, B & Tr.	4-4x5	25.60	50-2200	251.0		3	Det.	4	Int.	Iron.	PS.	L.				Heli.	None.	CI.				Pist.	3
Waukesha XA	T & Tr.	4-3½x4½	19.05	34½-2500	173.0		3	Det.	4	Int.	Iron.	PS.	L.				Heli.	None.	CI.				Pist.	3
Waukesha DU	T, B, Tr.	4-4½x6¼	32.40	53-1500	397.6		3	Det.	2	Sep.	Al.	Iron.	L.				Heli.	None.	CI°.				Pist.	3
Waukesha EU	T, Tr.	4-5x6¼	40.00	62-1350	490.8		3	Det.	2	Sep.	Al.	Iron.	L.				Heli.	None.	CI.				Pist.	3
Waukesha HL	Tractors	4-6x6½	57.6		735		3, 4	Det.	4	Sep.	Iron.	Iron.	L.				Heli.	None.	CI.			1.38x3.38	Pist.	
Waukesha 6SRL	T & Buses	6-4⅜x5⅛	46		464		3	Det.	6	Sep.	Iron.	PS.	L.				Heli.	None.	CI.			1.00x2.25	Pist.	
Waukesha 6RB	T & Buses	6-5x5¾	60	127-1900	677		3	Det.	2	Sep.	Al.	Al.	L.				Heli.	None.	Al.			1.38x2.93	Pist.	
Waukesha 6AB	T & Buses	6-4½x5¾	48.60	99-2000	549.0		3	Det.	2	Sep.	Al.	Al.	L.				Heli.	None.	CI.				Pist.	
Waukeska 6KS	T & Buses	6-4x4¾	38.40	76-2500	358		3	Det.	6	Sep.	Iron.	PS.	L.				Heli.	None.	CI.				Pist.	
Waukesha 6KU	T & Buses	6-4¼x4¾	43.4	78-2000	404.0		3	Det.	6	Sep.	Iron.	PS.	L.				Heli.	None.	CI.				Pist.	
Waukesha 6-OS	Rail C.	6-6⅜x8½	104		182.5		4	Det.	1	Sep.	Iron.	Iron.	L.				Heli.	None.	Al.			2.25x3.75	Pist.	
Waukesha 6-OL	Rail C.	6-7¼x8½	126		210.5		4	Det.	1	Sep.	Iron.	Iron.	L.				Heli.	None.	Al.			2.25x4 00	Pist.	
Waukesha 6-OK	Rail C.	6-7⅜x8½	144		241.0		4	Det.	1	Sep.	Iron.	Iron.	L.				Heli.	None.	Al.			2.25x4.25	Pist.	
Waukesha 6XL	T & Buses	6-3½x4½	29.4	53½-2000	260.0		3	Det.	6	Int.	Iron.	PS.	L.				Heli.	None.	CI.				Pist.	
Waukesha 6XK	T & Buses	6-3¾x4½	33.7	61-2000	298.0		3	Det.	6	Int.		PS.	L.				Heli.	None.	CI.				Pist.	
Wisconsin SU	T, Tr.	4-4x5	25.60	50-2000	251.3	4.2	3	Det.	4	Int.	Iron.	PS.	I.	Sil.	1.50	.38	Heli.	Yes.	CI.	4.25	54.7	1.06x4.48	Rod.	3
Wisconsin RAU, RCU	C, T, B, Tr.	4-4¾°x6	36.10	61-1600	425.3	3.76	3	Det.	2	Sep.	Al.	Al.	L.	Sil.	2.12	.34	Heli.	None.	CI.	6.12	99.0	1.37x4.31	Rod.	3
Wisconsin RBU	C, T, B, Tr.	4-5x6	40.00	64-1600	471.2	3.78	3	Det.	2	Sep.	Al.	Al.	L.	Sil.	2.12	.34	Heli.	None.	CI.	5.91	109.0	1.37x4.56	Rod.	3
Wisconsin Y	Cars & B.	6-3⅜x5	27.34	75-3000	268.0	4.6	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	.38	Chain	None.	CI.	4.00	32.0	1.06x3.12	Rod.	3
Wisconsin Z	T, B, & Tr.	6-4½x5	48.60	103-2200	477.0	4.5	3	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.93	.38	Heli.	Yes.	CI.	4.75		1.19x3.93	Rod.	4
Wisconsin F	Trucks	6-3¼x4¼	25.35	45-2200	212.0	4.5	3	Det.	6	Int.	Iron.	PS.	I.	ChN.	1.31	.38	Heli.	Cam.	CI.	3.75	33.0	.93x2.72	Rod.	3
Wisconsin G	T & Buses	6-3⅝x5	31.5	65-2000	309	4.5	4	Det.	6	Int.	Iron.	Iron.	I.	ChN.	1.50	.38	Heli.	Cam.	CI.	4.00	46.0	1.63x3.09	Rod.	3
Wisconsin H, HB	T, B & Tr.	6-4°x5	38.4	67-2000	377	4.54	3, 4	Det.	6	Int.	Iron.	Al.	I.	Sil-e.	1.62	.38	Heli.	Accx.	CI.	4.50	59 5	1.19x3.47	Rod.	3
Wisconsin W	T, Tr.	4-4½x5	27.2	53-2000	367	4.2	3	Det.	4	Int.	Iron.	PS.	I.	Sil.	1.53	.38	Heli.	Accx°	CI.	4.25	55.0	1.06x3.48	Rod.	3
Wisconsin X	T, Tr.	4-4½x5	32.4	74-2300	318.1	4.25	3	Det.	4	Int.	Iron.	Al.	I.	Sil.	2.06	.38	Heli.	Accx°	CI.	4.75		1.19x3.94	Rod.	4
Wisconsin E	Tr	6-6x7	86.4	145-1200	1187	4.0	4	Det.	2	Sep.	Iron.	Iron.	I.	Sil.	2.50	.44	Heli.	None.	CI.	6.25		1.69x5 22	Rod.	4
Wisconsin K	Tr	4-6x7	57.6	112-1300	792	4.0	3	Det.	4	Sep.	Iron.	Iron.	I.	Sil.	2.50	.44	Heli.	None.	CI.	6.25		1.69x5.22	Rod.	4
Wisconsin GT	Tractors	6-3¾x5	33.7	69-2000	331	4.5	4	Det.	6	Int.	Iron.	Iron.	I.	ChN.	1.50	.38	Heli.	None.	CI.	3.90	50.0	1.63x3.09	Rod.	3
Wisconsin C, C-1	Tractors	4-3¾°x5	22.5	38-2000	221	4.17	3	Det.	4	Int.	Iron.	PS.	L.	Sil.	1.53	.26	Heli.	None.	CI.	4.47		1.06x		3
Wisconsin B-2, B-3	Tractors	4-5¼x6½	44.1	91-1400	563	4.08	3	Det.	4	Sep.	Iron.	Iron.	I.	Sil.	2.25	.43	Heli.	None.	CI.	5.95		1.50x4.50	Rod.	4
Wisconsin N	Trucks	6-3½x4¼	29 4	55-2500	245	4.6	3	Det.	6	Int.	Iron.	PS.	I.	Sil-e.	1 50	.37	Heli.	Cam.	CI.	4.00	32 0	1.06x3.12	Pist.	3
Yellow-Sleeve Y	Buses	6-4¼x5½	43.35	108-2100	468.0	5.4	3	Det.	6	Sep.	Al.	Al.	Sl.	None	No	No	Chain	None.	Al.	5.00	60.9	1.25x3.71	Flo.	
Yellow-Sleeve YZ	Buses	6-4¼x5½	43.35	108-2100	468.0	5.4	3	Det.	6	Sep.	Al.	Al.	Sl.	None	No	No.	Chain.	None.	Al.	5.00	60.9	1.25x3.71	Flo.	5

ABBREVIATIONS:
a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
Cent—Centrifugal.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
Crac—Crankshaft and Accessories.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
CI—Cast Iron.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.
I—Both valves in head.

Engines—Continued

CONNECTING RODS			CRANKSHAFT								OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							MAKE AND MODEL
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings Number	Main Bearings Diameter and Length (Ins.) Front	Main Bearings Diameter and Length (Ins.) Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.) Width	Overall Dimensions (Ins.) Height	Overall Dimensions (Ins.) Length	Bell Housing Provided? S.A.E. Numbers	
Car...	10.50	....	Car...	.75	Yes...	2.25x2.50	3	2.37x3.00	2.37x2.50	abed....	Gear..	Pump...	Cent..	Stk...	Cent..	1200	900	1050	Yes...	....	....	....	2	Jackson.....J-A‡
Car...	15 37	282	ChN.	1.00	Yes...	3.00x3.50	2	3 00x5.00	3.00x5.00	abd.....	Gear..	ThS....	None..	Stk...	Cent..	800	800	....	Yes...	....	....	....	No...	John Deere.....D
Car...	15.37	....	Car...	.50	No....	3.00x3.25	2	3.00x3.25	3.00x3.25	abd.....	Gear..	ThS....	None..	Stk...	Cent..	1050	800	....	Yes...	....	....	....	No...	John Deere.....6P
Car..	8.00	34	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist..	ThS....	None..	Stk...	Cent..	1800	1500	....	Yes...	15	24	28	Opt...	LeRoi.....K‡
Car...	8.00	36.0	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist..	ThS....	None..	Opt...	Cent..	1600	1200	....	Yes...	15	24	28	Opt...	LeRoi.....2C, CR‡
Car...	8.00	36.0	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist..	ThS....	None..	Stk...	Cent..	1200	1100	....	No....	18	22	22	Opt...	LeRoi.....MR & M‡
Car...	9.00	43.0	Car...	None....	No....	1.75x2.00	2	1.87x2.37	1.87x2.75	Splash...	Pist..	ThS....	None..	Opt...	Cent..	2000	1000	400	No....	26⅞	30	41½	2, 3,4,5	Light.....H
ASt°..	12.00	100	NicS.	None....	Yes...	3.00x3.00	7	4.00x2.50	4.00x3.50	abce....	Gear..	Pump...	Cent..	Opt...	Cent..	1000	950	2300	Yes...	31	50	64	1	Lever (Powell).....AF1
Car...	11 94	56.0	Car...	None....	No....	2.12x1.81	5	2.12x2.69	2.12x2.62	abc.....	Gear..	ThS....	None..	Opt...	Opt...	Opt...	800	515	No....	20⅜	30¾	41⅝	3, 5	Lycoming.....CT
Car...	11.94	56.0	Car...	None....	No....	2.12x1.81	5	2.12x2.69	2.12x2.62	abc.....	Gear..	Opt.....	Cent.	Opt...	Opt...	Opt...	1100	520	No....	20⅜	31¼	41⅝	3, 5	Lycoming.....C4
Dur°..	9.00	23°	Car...	None....	No....	2.13x1.50	5	2.37x2.75	2.37x2 75	ab.....	Gear..	Pump...	Cent.	NP....	None..	None..	1100	700	No....	25¾	26⅝	48	4	Lycoming.....4H
Dur°..	9.60	....	Car...	None....	No....	2.12x1.25	4	2.37x1.87	2 37x1.87	abce....	Gear..	Pump...	Cent.	None	....	None..	1200	500	No....	22	28¼	34	5	Lycoming.....WS
Car...	9.50	37	Car...	None....	No....	2.12x1.25	4	2.38x1.75	2.38x1.75	abce....	Gear..	Pump...	Cent.	NP....	None.	None..	1200	500	No....	22	28¼	34	4	Lycoming.....WS6
Car...	9.00	47	Car...	None....	No....	2.12x1.50	4	2.37x2.06	2.37x2.37	abede...	Gear..	Pump...	Cent.	NP....	None.	.....	800	605	No....	25¾	29½	38	3	Lycoming.....4SL
Car...	10.75	56	Car...	None....	Yes...	2.50x1.62	4	2.75x2.62	2.75x2.75	abc.....	Gear..	Pump...	Cent.	NP....	None.	None..	800	745	No....	25¾	30	44	3	Lycoming.....TH
Car...	10.75	56	Car...	None....	Yes...	2 50x1.62	4	2.75x2.62	2.75x2.75	abc.....	Gear..	Pump...	Cent.	NP....	None.	None..	800	745	No....	25¾	30	44	3	Lycoming.....TF
Car...	10.75	56	Car...	None....	Yes...	2.50x1.62	4	2.75x1.87	2.75x2.75	abc.....	Gear..	Pump...	Cent.	NP....	None.	None..	800	750	No....	25¾	30	44	3	Lycoming.....TS
Car..	9.50	37	Car...	None....	No....	2.12x1.25	5	2.37x1.75	2.37x1.87	abc.....	Gear..	Pump...	Cent.	NP....	None.	None..	1100	630	No....	22	28¼	42	5	Lycoming.....GT
Dur°..	9.50	15	Car...	None....	No....	2.12x1.25	5	2.37x1 87	2.37x1.87	abce....	Gear..	Pump...	Cent.	NP....	NP....	None..	1100	630	No....	22	28¼	42	5	Lycoming.....GS
Dur..	9.00	23	Car...	None....	No....	2.12x1.50	5	2.37x2.75	2.37x2.75	abce....	Gear..	Pump...	Cent.	NP....	NP....	None..	2200	700	No....	25¾	27⅛	48	4	Lycoming.....HD
Dur..	9.00	23	Car...	None....	No....	2.12x1.50	5	2.37x2.75	2.37x2.75	abc.....	Gear..	Pump...	Cent.	NP....	NP....	None..	2200	700	No....	25¾	27⅛	48	4	Lycoming.....MD
Car..	7.75	....	NicS.	None....	Yes...	1.19x2.00	3	.....	.....	c.....	Pist..	.....	.....	Stk...	Cent..	1800	1800	140	No....	15½	23½	21½	No...	Mar Tan.....F
Dur..	8.60	....	NicS.	2.00	Yes...	2.00x1.63	2	Ball.....	Ball.....	a.....	Pist..	Pump...	Gear.	Opt...	None.	None..	3000	225	Yes...	13	22	22	....	Niagara.....M
Car...	7.50	25.0	Car...	None....	No....	1.44x1.75	2	1.44x2.75	1.44x2.38	a.....	Pist..	Pump...	Gear.	Opt...	None.	None..	....	250	Yes...	11	18¾	37¾	....	Niagara.....S
Car...	.....	.....	ASt...	None....	No....	3.00x3.00	2	3.00x5.00	3.00x5.00	abed....	Ecc...	Pump...	Cent.	Stk...	Cent..	600	600	1000	Yes...	....	....	....	....	Reliable.....10-20
Dur...	12.50	156	NicS.	.50	No....	2.50x3.25	3	2.50x3.18	2.50x4.00	abed....	Gear..	Pump...	Cent.	Opt...	Cent..	1200	900	950	Yes...	23	38⅝	46⅝	3, 2	Stearns.....HU & H
Car...	13.25	192	NicS.	.50	No....	2.75x3.50	3	2.87x3.43	2.87x4.48	abed....	Gear..	Pump...	Cent.	Opt...	Cent..	°1200	°950	1320	Yes...	23	42¾	50	1, 2	Stearns..... AU , A, AR
Car...	13.25	152.0	NicS.	.50	No....	2.75x3.50	3	2.87x3.43	2.87x4.48	abed....	Gear..	Pump...	Cent.	Opt...	Cent..	°1200	°950	1360	Yes...	23	42¾	50	1, 2	Stearns..... DU, D, DR
Dur...	12.50	112.0	NicS.	.50	No....	2.50x3.25	3	2.50x3.18	2.50x4.00	abed....	Gear..	Pump...	Cent.	Opt...	Cent..	1500	1200	900	Yes...	23	38⅝	46⅝	2, 3	Stearns.....HR
Car...	13 25	192	ChN.	None..	No....	2.75x3.50	4	2.87x4.48	2.87x4 48	abde....	Gear..	Pump...	Cent.	Opt...	Cent..	1200	900	2120	No....	25½	42¼	70	1	Stearns.....DUV6
.....	13.25	192	ChN.	None....	No....	2.75x3.50	4	2.87x4.48	2.87x4.48	abde....	Gear..	Pump...	Cent.	Opt...	Cent..	1200	950	2160	No....	25½	42¼	70	1	Stearns.....EUV6
Dur...	13.25	152.0	NicS.	None....	No....	2.75x3.50	4	2.87x4.48	2.87x4.48	abed....	Gear..	Pump...	Cent.	Opt...	Cent..	°1500	°1200	°1825	No....	25½	34½	70	1	Stearns.....DRV6
Car...	13.25	152	NicS.	.50	No....	2.75x3.50	3	2.87x3.43	2.87x4.48	abed....	Gear..	Pump...	Cent.	Opt...	Cent..	1200	1000	1495	Yes...	23	42¾	50	1, 2	Stearns.....EU4
Car...	12.00	112.0	Car...	None....	Yes...	2.37x2.87	3	2.25x3.06	2.75x4.00	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1500	1000	1040	Yes...	28	42¾	40	2	Twin City.....TW
Car...	14.00	248.0	Car...	None....	Yes...	3.00x3.62	3	2.87x3.9	3.12x5.75	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	600	1900	Yes...	33½	51½	52¾	None..	Twin City.....AE
Car...	18.00	317.0	Car...	None....	No....	3.00x3.44	3	3.00x6.12	3.00x6.44	ab.....	Vane..	Pump...	Cent.	Stk...	Cent.	750	500	2200	Yes...	34⅞	52¼	55⅝	None..	Twin City.....TR
Car...	20.50	608.0	Car...	None....	No....	3.50x4.37	5	3.50x6.19	3.50x6.68	ab.....	Vane..	Pump...	Cent.	Stk...	Cent.	650	350	3800	Yes...	39	68¾	69	None..	Twin City.....TA
Car...	20.50	616.0	Car...	None....	No....	3.50x4.37	5	3.50x6.19	3.50x6.68	ab.....	Vane..	Pump...	Cent.	Stk...	Cent.	650	350	3900	Yes...	39	68¾	69	None..	Twin City.....BE
Car...	20.50	616.0	Car...	None....	No....	3.50x4.37	7	3.50x6.19	3 50x6.68	ab.....	Vane..	Pump...	Cent.	Stk...	Cent.	650	350	6000	Yes...	39⅝	66	93	.....	Twin City.....TE
Car...	12.00	112.0	Car...	None....	No..	2.38x2.75	3	2.25x3	2.75x4	abef....	Gear..	Pump...	Cent.	Stk...	Cent.	1075	900	1280	Yes...	30⅛	42½	46	1	Twin City.....FE
ASt..	13.25	200	ChN.	None....	No....	2.62x3.00	5	2.75x4.00	2.75x4.25	abcd....	Gear..	Pump...	Opt...	Opt...	Cent.	1500	1500	1800	No....	16¾	38⅞	83	Yes...	Van Blerck.....N-6
ASt..	13 25	.....	ChN.	None....	No....	2.62x3.00	5	2.75x4.00	2.75x4.25	abede...	Gear..	Pump*.	.....	Opt...	Cent.	1500	1500	2000	No....	29¾	38⅞	83	Yes..	Van Blerck.....R
Car...	12.25	.....	ChN..	.25	No....	2.37x2.50	3	2.37x2.50	2.50x3.25	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	940	.....	30½	38¾	40¾	1, 2	Waukesha.....CU
Car...	13.25	.....	ChN..	.50	No....	2.37x3.25	3	2.37x3.25	2.50x4.00	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	980	.....	26	40½	47⅞	1	Waukesha.....GU
Car...	12.25	.....	ChN..	None....	No....	2.75x2.50	4	3.50x2.50	3.50x3 37	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	.....	.....	1250	.....	26	41½	54	2	Waukesha.....6HB
Car...	12 25	.....	Car...	.....	No....	2.38x2.5	3	2.38x2.5	2.5x3.25	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	950	.....	30½	38¾	40¾	1, 2	Waukeska.....CR
Car...	13.25	.....	Car...	.....	No....	2.38x2.75	3	2.38x2.75	2.50x3.50	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	1100	.....	30½	40½	43⅛	1, 2	Waukesha.....DR
Car...	13.25	.....	Car...	.....	No....	2.38x3.25	3	2.38x3.25	2.50x4.00	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	1350	.....	30½	40½	47⅛	1, 2	Waukesha.....ER
Car...	13.25	.....	Car...	.....	No....	2.50x2.75	3	3.00x3.	3.00x3.63	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	1000	.....	1550	.....	30½	42	48	1	Waukesha.....HS
Car...	10.00	57.5	Car...	.25	No....	2.25x2.00	3	2.25x2.00	2.37x2.75	abce....	Gear..	Opt.....	Cent.	Opt...	Cent.	.....	.....	580	.....	20½	34	36½	3	Waukesha.....V
Car...	8.75	37.0	Car...	.25	No....	2.00x1.50	3	2.00x1.87	2.00x2.50	abce....	Gear..	ThS....	None..	Opt...	Cent.	.....	.....	375	.....	17⅛	27	32¼	5	Waukesha.....XA
Car...	13.25	133	ChN..	.25	No....	2.37x2.75	3	2.37x2.75	2.50x3.50	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	910	.....	30½	40½	43½	1, 2	Waukesha.....DU
Car...	13.25	151	ChN..	.50	No....	2.37x3.25	3	2.37x3.25	2.50x4.00	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	960	.....	30½	40½	47⅛	1, 2	Waukesha.....EU
Car...	13.25	....	Car...	.....	No....	2.50x2.75	3	3.00x3.00	3.00x3.63	abce....	Gear..	Pump...	Cent.	Stk...	Cent.	1000	.....	1575	.....	30½	42	48	1	Waukesha.....HL
Car...	10.25	....	ChN.	.....	.....	2.75x1.75	7	3.00x1.88	3.00x3.00	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	.....	.....	.....	No....	26	34⅞	46⅛	2°	Waukesha.....6SRL
Car...	13.25	....	ChN..	None....	No....	2.75x2.50	4	3.50x2.63	3.50x3.50	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	1600	750	1300	No....	26	41½	54⅛	2	Waukesha.....6RB
Car...	.....	.....	ChN.	.....	No....	2.75x2.50	4	3.50x2.50	3.00x3.50	abce....	Gear..	Pump...	Cent	Opt...	Cent.	.....	.....	1250	.....	26	41½	54⅛	Opt...	Waukesha.....6AB
Car...	.....	.....	Car...	.....	No....	2.75x1.50	7	3.00x1.87	3.00x3.00	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	.....	.....	1100	.....	25	34⅛	46⅛	2, 3	Waukesha.....6KS
Car...	.....	.....	Car...	.....	No....	2.75x1.50	7	3.00x1.87	3 00x3.00	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	.....	.....	1125	.....	26	34⅛	46⅛	2, 3	Waukesha.....6KU
Car...	18.38	....	Car...	.....	No....	4.00x3.75	7	4.50x5.00	4.25x5.50	abce°	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	7300	Yes...	42	60	95⅞	00	Waukesha.....6-OS
Car...	18.38	....	Car...	.....	No....	4.00x3.75	7	4.25x5.00	4.25x5.50	abce°	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	7320	Yes...	42	60	95⅞	00	Waukesha.....6-OL
Car...	18.38	....	Car...	.....	No....	4.00x3.75	7	4.25x5.00	4.25x5.50	abce°	Gear..	Pump...	Cent.	Stk...	Cent.	.....	.....	7335	Yes...	42	60	95⅞	00	Waukesha.....6-OK
Car...	.....	.....	ChN.	.....	No....	2.00x1.50	7	2.37x1.62	2.37x2.75	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	.....	.....	800	.....	20½	30⅞	43½	3	Waukesha.....6XL
Car...	.....	.....	ChN.	.....	No....	2.00x1.50	7	2.37x1.62	2.37x2.75	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	.....	.....	825	.....	20½	30⅞	43½	3	Waukesha.....6XK
Car...	10.50	56.0	Car...	None....	No....	2.00x2.00	3	1.94x2.50	2.06x3.00	ab.....	Gear..	Pump...	Cent.	Opt...	None.	None..	1000	635	No....	22	34⅛	35⅞	3	Wisconsin.....SU
Car...	12.50	121.0	ASt...	None....	No....	2.25x3.00	3	2.25x3.00	2.37x4.00	ab.....	Gear..	Pump...	Cent.	Opt...	None.	None..	950	890	No....	23⅞	36¼	48¾	3	Wisconsin....RAU, RCU
Car...	12.50	121.0	ASt...	None....	No....	2.25x3.00	3	2.25x3.00	2.37x4.00	ab.....	Gear..	Pump...	Cent.	Opt...	None.	None..	950	900	No....	23⅞	36¼	48¾	3	Wisconsin.....RBU
Car...	12.00	59.0	Car...	None....	No....	2.50x1.50	3	2.50x2.34	2.50x2.75	ab	Gear..	Pump...	Cent.	NP....	None.	None..	900	790	No....	25¾	36	41⅞	3	Wisconsin.....Y
Car...	10.50	....	Car...	None....	No....	2.75x2.50	4	2.75x3.00	2.75x3.00	ab	Gear..	Pump...	Cent.	Opt...	Opt...	.....	800	950	No....	21⅞	34¼	52⅛	2	Wisconsin.....Z
Car...	8.50	48	Car...	None....	No....	2.00x1.50	4	2.00x2.25	2.00x2.75	ae.....	Gear..	Pump...	Cent...	NP....	None..	None..	800	725	No....	26½	32	41¼	3	Wisconsin.....F
Car...	10.50	68	Car...	None....	No....	2.50x1.75	4	2.50x2.50	2.50x3.00	ae.....	Gear..	Pump...	Cent...	NP....	None.	None..	600	....	No....	....	....	....	3	Wisconsin.....G
Car...	10 5	94.8	Car...	None....	No....	2.75x2.00	4	2 75x2.50	2.75x3.00	abe.....	Gear..	Pump...	Cent.	Stk...	Cent.	1575	800	1015	No....	25¾	35⅝	55⅛	2	Wisconsin.....H, HB
Car...	10.50	....	Car...	None....	.....	2.37x2.00	3	2.37x2.50	2.37x3.00	ab.....	Gear..	Pump...	Cent.	Opt...	.....	.....	900	645	No....	22	34½	35⅞	3	Wisconsin.....W
Car...	10.50	....	Car...	None....	No....	2.75x2.50	3	2.75x3 00	2.75x3.00	abe.....	Gear..	Pump...	Cent.	Opt...	.....	.....	1200	850	No....	25¾	36	47⅛	2	Wisconsin.....X
Car...	14	....	Car...	None....	No....	3.25x3.00	4	3.75x4 00	3.75x4.00	abed....	Gear..	Pump...	Cent.	Opt...	Opt...	.....	700	.....	.....	....	....	....	....	Wisconsin.....E
Car...	14	....	Car...	None....	No....	3.25x3 00	3	3.25x4 00	3.25x4 00	abed....	Gear..	Pump...	Cent.	Opt...	Opt...	.....	800	2050	.....	28½	49⅛	55⅛	0	Wisconsin.....K
Car...	10.50	68	Car...	None....	No....	2.50x1.75	4	2.50x2.50	2.50x3.00	ae.....	Gear..	Pump...	Cent...	Stk...	.....	.....	600	.....	No....	....	....	....	Spec..	Wisconsin.....GT
Car...	10½	....	Car...	None....	No....	2.00x2.00	3	1.94x2.50	2 06x3.00	abe.....	Gear..	Pump...	Cent.	Opt...	Opt...	.....	900	605	.....	25¾	27¼	35⅞	3	Wisconsin.....C, C-1
Car...	13	....	Car...	None....	No..	3.00x2 75	3	3.00x3.50	3 00x3.50	abed....	Gear..	Pump...	Cent.	Opt...	Opt...	.....	800	1800	.....	28½	46⅞	51⅛	0	Wisconsin... B-2, B-3
Car...	9.00	56	Car...	.....	.....	2.25x1.75	4	2.25x2.50	2.25x3.00	ace.....	Gear..	Pump...	Cent...	Opt...	.....	.....	800	820	No....	23¾	31⅞	44⅛	3	Wisconsin.....N
Car...	12.12	105.3	Car	None....	No....	2.50x2 37	7	2.75x2.28	2.75x3.25	abed....	Gear..	Pump...	Cent..	Opt.	Vac...	°2000	800	1000	No....	°28	39½	51°	2	Yellow-Sleeve.....Y, YZ
Car...	12.12	105.3	Car...	None....	No....	2.50x2.37	7	2.75x2.38	2.75x3.25	abd.....	Gear..	Pump...	Cent...	Opt...	Vac...	°2000	800	1000	No....	34	39½	51°	No....	Yellow-Sleeve.....YZ

Ie—Valve in Head; overhead camshaft.
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
NicS—Nickel Steel.
NP—No provision.
Opt—Optional.
Pist—Piston.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silcrome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.

SpP—Splash with pressure.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.
Tun—Tungsten.

Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
§—Pressure to all main crankshaft and camshaft bearings.
‡—1928 Specifications.

American Stock

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.) First Reduction Pinion	First Reduction Gear	Final Reduction Pinion	Final Reduction Gear	GEAR RATIO First Reduction Standard	First Reduction Optional	First Reduction Optional	Final Reduction Standard	Final Reduction Optional	NOMINAL PITCH OF GEARS First Reduction	NOMINAL PITCH OF GEARS Final Reduction	FACE OF GEARS First Reduction	FACE OF GEARS Final Reduction	AXLE SHAFT Diameter at Differential End (Ins.)	AXLE SHAFT Diameter at Wheel End (Ins.)	AXLE SHAFT Material S.A.E. No.	RANGE OF SPRING CENTERS Maximum	RANGE OF SPRING CENTERS Minimum	Propulsion Taken by	Torque Taken by	Provision for Radius Rods?
Adams 75005	Cars			½F	SB	2315	2315	None	None	4.44	4.87				5.0	None	1.00	None	1.11	1.19	3135	37		Sp	Sp	No
Adams 75006					SB			None	None	4.44						None	1.00	None	1.11	1.19	3135	37		Sp	Sp	Yes
Adams 75109					SB			None	None	3.72					4.5	None	1.19	None	1.25	1.37	3135	37		Sp	Sp	Yes
Clark B320	Cars	3200	550	½F	SB	2315	2315			3.64	3.92				4.25		1.25		1.5	1.75	4130	42		Sp	Sp	No
Clark B364	Trucks	3600	550	½F	SB	2315	2315			5.1	5.66	4.25			4.25		1.25		1.63	1.97	4130	40	38.5	Sp	Sp	No
Clark B510	Trucks	6000	650	½F	SB		2315			5.66	5.1	6.38			3.80		1.69		1.75	2.56	3140	40	38.5	Sp	Sp	No
Clark B721	Trucks	7500	1000	½F	SB	2512	2315			7.13	6.38	6.88			3.73		1.75		2.06	2.88	3140	40	38.5	Sp	Sp	No
Columbia 17000	Cars	2000	Var	½F	SB	2320	2320	None	None	4.89	4.44		None	None	4.75	None	1.25	None	1.25	1.37	4140	41	37	Sp	Sp	No
Columbia 54000	Trucks	4500	Var	¾F	SB			None	None	5.12	5.86	4.50	None	None	3.4	None	1.50	None	1.56	1.56	4140	40	37	Sp	Sp	No
Columbia 36000	Trucks	3500	2600	½F	SB	2320	2320			5 2°					3.6		1.31		1.44	1.75	4140	40	36.5	Sp	Sp	No
Columbia 22000	Cars	2800	2100	½F	SB	2320	2320			3.9°					4.8		1.31		1.44	1.50	4140	43	38	Sp	Sp	No
Columbia 55000	Trucks	4500	4000	F F	SB	2320	2320			5.2°					3.4		1.50		1.56	1.56	4140	40½	37½	Sp	Sp	No
Eaton 41HB	Cars	Var	530	½F	SB	2320	2320	None	None	4.63	4.45	5.0	None	None	4.50	None	1.25	None	1.37	1.75	3140	41	37	Sp	S-A	No
Eaton 421R	Cars	Var	775	½F	SB	2315	2315	None	None	4.72	3.86	4.15	None	None	4.24	None	1.50	None	1.50	2.00	Mol	42		T A	T A	No
Eaton (Torb) 7502	Trucks	2700	400	F F	IG	2315	2315	2315	1050	1.83	1.57	2.33	3.43	None	5.00	5½–7	.87	1.00	1.00	1.18	3140	40¼	37½	Sp	Sp	No
Eaton (Torb) 10000	Trucks	4200	560	F F	IG	2315	2315	2315	1050	2.00	1.79	1.57	4.00	None	4.50	5½–7	1.00	1.12	1.12	1.18	3140	39¼	37½	Sp	Sp	No
Eaton (Torb) 15000	Trucks	6000	680	F F	IG	2315	2315	2315	1050	1.89	1.52	2.10	4.00	None	4.50	5–6	1.25	1.25	1.25	1.37	3140	40	36½	Sp	Sp	No
Eaton (Torb) 25000	Trucks	8000	840	F F	IG	2315	2315	2315	1050	1.95	1.70	2.17	4.30	None	4.50	4½–5	1.31	1.62	1.25	1.57	3140	40¼	36⅝	Sp	Sp	No
Eaton (Torb) E4	Trucks	12000	1330	F F	IG	2315	2315	2315	1050	2.11	1.84	2.40	4.84	None	4.00	4–5	1.37	1.81	1.50	1.96	3140	44	39	Sp	Sp	No
Eaton 502-R	Trucks	2400	330	½F	SB	2315	2315	None	None	4.45	4.9	None	None	None	4.78	None	1.25	None	1.25	1.57	Mol	44°	Var.	Sp	Sp	No
Eaton 1002	Trucks	4500	460	½F	SB	2315	2315	None	None	5.30	5.66	None	None	None	4.25	None	1.25	None	1.50	2.00	Mol	40	Var.	Sp	Sp	No
Eaton 1502	Trucks	5500	675	½F	SB	2512	2315	None	None	5.66	6.37	6.62	None	None		None	1.25	None	1.37	2.00	Mol	40	Var.	Sp	Sp	No
Eaton 30000	Trucks	7000	1000	F F	DR	2512	2315	2315	2315	2.54	None	None	3.20	None	3.70	4.50	1.37	3.00	1.75	1.75	Mol	39½	37½	Sp	Sp	No
Eaton 40000-41000	Trucks	10000	°1300	F F	DR	2512	2315	2315	2315	1.84	2.84	None	2.69	3.20	3.80	4.20	1.62	3.00	2.00	2.00	Mol	44½°	38¾°	Sp	Sp	No
Eaton 62000-65000	B,T	14000	°2000	F F	DR	2512	2315	2315	2315	1.54	2.67	None	2.67	3.40	3.63	4.00	1.75	3.50	2.25	2.25	Mol	45°	42°	Sp	Sp	No
Eaton 100000	Trucks	20000	2850	F F	DR	2315	2315	2315	2315	3.30	None	None	3.35	None	3.58	4.00	1.87	3.75	2.75	2.75	Mol	46	44½	Sp	Sp	No
Eaton 2002	Trucks	10000	900	½F	SB	2315	2315	None	None	6.87	7.57°	4.3°	None	None	3.66	None	1.75	None	2.00	2.75	Mol	40	37	Sp	Sp	No
Eaton 2254	Trucks	7000	900	F F	SB	2315	2315	None	None	6.87	7.57°	4.3°	None	None	3.66	None	1.75	None	1.75	1.75	Mol	40	37	Sp	Sp	No
Eaton 2250-2252	T & Bu	7000	900	F F	SB	2315	2315	None	None	6.87	7.57°	6.12°	None	None	3.66	None	1.75	None	1.75	1.75	Mol	°46½	°37	Sp	Sp	No
Eaton 902	Trucks	3800	425	½F	SB	2512	2315	None	None	5.66	4.72		None	None	4.43	None	1.25	None	1.50	1.93	Mol	40	37	Sp	Sp	No
Eaton 1124	Trucks	3800	330	½F	SB	2512	2315	None	None	5.28			None	None	3.36	None	1.37	None	1.50	1.93	Mol	40	37	Sp	Sp	No
Eaton 54R	Trucks	12000	1300		DR	2512	2512	2512	2315	2.23	2.42	1.81	3.77	2.87	3.14	4–5	1.75	3.25	2.13	1.84	Mol			Sp	Sp	No
Eaton 74R	Trucks	15000	1700	F F	DR	2512	2512	2512	2315	2.75	2.53	2.06	3.8	None	3	4–5	1.88	4.00	2.50	2.18	Mol			Sp	Sp	No
Eaton 1504	Trucks	6000	675	½F	SB	2512	2315	None	None	6.13	5.66	6.375	None	None	3.92	None	1.38	None	1.63	2.50	Mol			Sp	Sp	No
Eaton 1506	Trucks	6000	675	½F	SB	2512	2315	None	None	5.11	5.66	6.375	None	None	3.69	None	1.38	None	1.63	2.50	Mol			Sp	Sp	No
Eaton 1606	Trucks	6000	870	½F	SB	2512	2315	None	None	5.62	6.428	5.111	None	None	3.39	None	1.5	None	1.75	2.50	Mol			Sp	Sp	No
Eaton 2004	Trucks	10000	1000	½F	SB	2512	2315	None	None	5.11	6.875	6.125	None	None	2.93	None	1.75	None	1.96	2.75	Mol			Sp	Sp	No
Salisbury F	Cars	2800	450	½F	SB	2320	2320	None	None	4.8	None	None	None	None	4.8	None	1.31	None	1.37	1.75	5135	42¾	38	Sp	Sp	No
Salisbury J	Cars	2000	300	½F	SB	2315	3115	None	None	4.9	5.1	None	None	None	5.43	None	1.00	None	1.12	1.37	4140	42½	35	Sp	Sp	No
Salisbury F	Trucks	4000	Var	½F	SB	2320	2320	None	None	5.1	5.6	None	None	None	4.6	None	1.31	None	1.37	2.0	5135	42¾	38	Sp	Sp	No
Salisbury L	Cars	2200	Var	½F	Hyp	2512	2315	None	None	4.9	4.7	None	None	None	4.9	None	1.37	None	1.25	1.37	4140	40	42	Sp	Sp	No
Salisbury M	Cars	2300		½F	SB	2320	2320	None	None	4.45	4 7	5.1	None	None	4.8	None	1.25	None	1.25	1.56	5135	42¾	39	Sp	Sp	No
Salisbury O	Cars	2000	Var	½F	SB	2315	2315	None	None	4.88	4.7	None	None	None		None		None	1.18	1.37	4140	44¼	39¼	Sp		No
Salisbury P	Cars	2300		½F	Wo	3115	Bro	None	None	4.50	4.75	None	None	None		None		None	1.37	1.57	4140	41		Sp		No
Timken 66700D	Trucks	13500	Var	F F	Wo	3120	Bro	None	None	6.20	8.75	10.33	None	None	Spec	None	Spec	None	2.00	2.00	3240	43¾	42⅜	Opt	Opt	Yes
Timken 68700D	Trucks	22500	Var	F F	Wo			None	None	8.75	10 00	11.67	None	None		None		None	2.31	2.31	3240					
Timken 63120	Trucks		Var	F F	Wo	3115	Bro			5.25	6.50	7.67			Spec		Spec		1.75	1.63	3240	39		Sp	Sp	Opt
Timken 63100	Trucks		Var	F F	Wo	3115	Bro			5.25	6.50	7.67			Spec		Spec		1.75	1.63	3240	39		Sp	Sp	Opt
Timken 63703, 63702	Trucks		Var	F F		3115	Bro			5.25	6.50	7.67			Spec		Spec		1.75	1.63	3240	39		Sp	Sp	Opt
Timken 6372, 63721	Trucks		Var	F F	Wo	3115	Bro			5.25	6.50	7.67			Spec		Spec		1.75	1.63	3240	39		Sp		Opt
Timken 65706	Trucks		Var	F F		3115	Bro			6.00	7.25	9.33			Spec		Spec		2.25	2.00	3240	39		Sp	Sp	Opt
Timken 68702	Trucks		Var	F F	Wo	3115	Bro			8.75	10.00	11.67			Spec		Spec		2.69	2.31	3240	43¾		Sp	Sp	Opt
Timken 54000	Trucks		Var	F F	SB	4615	4615			5.83	4.85	6.80			12.6		1.69		1.75	1.63	3240	39		Sp	Sp	Opt
Timken 52000	Trucks		Var	F F	SB	4615	4615			5.83	6.80	4.85			11.5		1.37		1.63	1.50	3240	39		Sp	Sp	No
Timken 56000	Trucks		Var	F F	SB	4615	4615			6.17	5.28	7.40			14.0		2.13		1.88	1.75	3240	39		Sp	Sp	Opt
Timken 65001	Trucks		Var	F F	Wo	3115	Bro			7.75	6.00	9.33			Spec		Spec		1.94	1.81	4145	39		Sp	Sp	Opt
Timken 65704	Trucks		Var	F F	Wo	3115	Bro			6.00	7.25	9.33			Spec		Spec		2.75	2.00	3240	39		Sp	Sp	Opt
Timken 68700	Trucks		Var	F F	Wo	3115	Bro			8.75	10.00	11.67			Spec		Spec		2.69	2.31	3240	43¾		Sp	Sp	Opt
Timken 66702	Trucks		Var	F F	Wo	3115	Bro			6.20	8.67	10.33			Spec		Spec		2.25	2.00	3240	43¾		Sp	Sp	Opt
Timken 58000	Trucks		Var	F F	SB	4615	4615			6.17	5.57	7.80			16		2.6		2.00	1.81	3240	39		Sp	Sp	Opt
Timken 66700	Trucks		Var	F F	Wo	3115	Bro			6.20	8.67	10.33			Spec		Spec		2.25	2.00	3240	43¾		Sp	Sp	Opt
Timken 65221	Buses		Var	F F	Wo	3115	Bro			6.00	5.20	8.00			Spec		Spec		1.90	1.90	3240	43½		Sp		Opt
Timken 6012	Cars		Var	½F	Wo	3115	Bro			5.25	4.75	5.50			Spec		Spec				3240	41	39	Sp	Sp	No
Wisconsin 820-G-H	Trucks	°5500	Var	½F	Wo	Spec	Bro	None	None	7.70	6.2	5.20	None	None	Spec	None	Spec	None	1.87	2.56	3140	40	38	Sp	Sp	No
Wisconsin 8200	Trucks	7300	Var	F F	Wo	Spec	Bro	None	None	5.6	6.2	7.2	None	None		None		None	1.87	1.87	3140	40	38	Sp	Sp	
Wisconsin 8300	Trucks	10300	Var	F F	Wo	Spec	Spec	None	None	7.75	8.66	9.66	None	None	Spec	None	Spec	None	2.00	2.00		40	38	Sp	Sp	No
Wisconsin 9000-T	Trucks	11000	Var	F F	Wo	Spec	Spec	None	None	8.67	9.67	7.75	None	None					2.00	2.00	3140	41	38½	Sp	Sp	No
Wisconsin 910-EF-DF	Trucks	14000	Var	F F	Wo	Spec	Spec	None	None	9.0	10.0	11.67	None	None					2.25	2.25	3140	44½	38½	Sp	Sp	No
Wisconsin 1000F	Trucks	18000	Var	F F	Wo	Spec	Spec	None	None	10,30	11.75	None	None	None	Spec	None	Spec	None	2.75	2.75	3140	48	40¾	Sp	Sp	No
Wisconsin 43	T & Bu	6900	Var	½F	DR	2512	2315	2512	Spec	2.30	2.00		4.60	7.25	3.00	4–5	1.6	2.0	1.87	2.55	3140	40	36	Sp	Sp	
Wisconsin 4610	T & Bu	8000	Var	F F	DR	2512	2512	2512	Spec	2.3			5.5	6	3	4–5	1.6	2.00	1.87	1.87	3140	40	36	Sp	Sp	
Wisconsin 471	T & Bu	8000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00		4.60	7.25	3.00	4–5	1.6	2.0	1.87	1.87	3140	40	36	Sp	Sp	No
Wisconsin 6600B-6600	T & Bu	9000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00	None	7.10	9.20	2.75	4.50	1.6	1.75	2.00	2.00	3140	40	38	Sp	Sp	No
Wisconsin 6617B	T & Bu	9000	Var	F F	DR	2512	2512	2512	Spec	2.3	2.0		5.3	8.3	3.00	4.5	1.6	2.00	2.00	2.00	3140	40	38	Sp	Sp	
Wisconsin 8800A-8800-B	T & Bu	11000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00	None	8.66	9.40	2.75	4.50	1.6	2.25	2.00	2.00	3140	41	38½	Sp	Sp	No
Wisconsin 68010-68310	Buses	11000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00	1.75	4.42 5.30	7.00	3.00	4–5	1.6	2.25	2.00	2.00	3140	43	38	Sp	Sp	No
Wisconsin 68410-68510	Buses	11000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.09	1.75	4.40 5.30	7.00	3.00	4–5	1.6	2.25	2.00	2.00	3140	50	46	Sp	Sp	
Wisconsin 1251-K	T & Bu	14000	Var	F F	DR	2512	2512	2512	Spec	2.4	2.00		8	5	2.75	4–5	2	2.75	2.25	2.25	3140	44	39	Sp	Sp	
Wisconsin 1261-K	T & Bu	14000	Var	F F	DR	2512	2512	2512	Spec	2.40	2.00	None	8 0	5	2.75	4–5	2.00	2.75	2.25	2.25	3140	50⅝	45	Sp	Sp	No
Wisconsin 1400, 1450	Trucks	14000	Var	F F	DR	2512	2512	2512	Spec	2.40			9.0	8	2.75	3–4	2	2.75	2.25	2.25	3140	44½	38½	Sp	Sp	
Wisconsin 1700	Trucks	18000	Var	F F	DR	2512	2512	2512	Spec	2.40	2.00		10.00	9.00	2.75	3–4	2.25	2.75	2.75	2.75	3140	46	40¾	Sp	Sp	No
Wisconsin 1750	Trucks	18000	Var	F F	DR	2512	2512	2512	Spec	2.4	1.91		10.00	6.6	2.75	3–4	2.25	3.00	2.75	2.75	3140	48	40¾	Sp	Sp	
Wisconsin 150	T & Bu	14000	Var	F F	SB	2512	2512	None	None	4.4	4.36	3.3	None	None	2.75	None	2.5	None	2.25	2.25	3140	44	39	Sp	Sp	
Wisconsin 3300-L	T & Bu	7000	Var	F F	SB	2512	2512			4.6	5.63	6.14							1.69		3140	40	36	Sp	Sp	Yes
Wisconsin 4400-L	T & Bu	10000	Var	F F	SB	2512	2512			4.57	4.77				2.8		2		2.00	2.00	3140	42	38	Sp	Sp	Yes
Wisconsin 6000-L	T & Bu	14000	Var	F F	SB	2512	2512			5.5	6 8	4.88			2.5		2.5		2.25		3140	44	39	Sp	Sp	Yes
Wisconsin 1500-B-1550 B	Trucks	16000	Var	F F	DR	2512	2512	2512	Spec	2.4			10.08	8.18	2.75	.75	2.0	2.75	2.50	2.50	3140	44	38	Sp	Sp	Yes
Wisconsin 7500F-7500	Trucks	11000	Var	F F	Wo	2315	NcA			6.25	8.25	8.25							1.88	1.88	3140	43¾		TA	TA	Yes
Wisconsin 9610-9610F	Trucks	15000	Var	F F	Wo	2315	NcA			9.00	10.25	10.25							2.25	52.5	3140	46		TA	TA	Yes

ABBREVIATIONS:
§—Gear Manufacturers
A A—Above Axle
B—Bevel
B A—Below Axle
B-L—Brown-Lipe
B-L-C—Brown-Lipe-Chapin
B-R—Ball and Roller
Bro—Bronze
Bu—Buses
C—Cars
CS—Cast Steel
D R—Double Reduction
Ext D S—External Driveshaft
Ext Rw—External Rear Wheels
Fair—Fairfield
F F—Full Floating
½ F—Semi-Floating
¾ F—Three-quarter Floating
H B—Helical Bevel
Hyp—Hypoid
Hyd—Hydraulic Brakes
I F—Inside of Frame
I G—Internal Gear

Rear Axles

Designed for Hotchkiss Drive?	Location of Spring Pads	DIFFERENTIAL: Make	DIFFERENTIAL: Type	DIFFERENTIAL: Number of Pinions	SERVICE BRAKE: Type and Location	SERVICE BRAKE: Diameter of Drum (Ins.)	SERVICE BRAKE: Lining: Width (Ins.)	SERVICE BRAKE: Lining: Thickness (Ins.)	EMERGENCY BRAKE: Type and Location	EMERGENCY BRAKE: Diameter of Drum (Ins.)	EMERGENCY BRAKE: Lining: Width (Ins.)	EMERGENCY BRAKE: Lining: Thickness (Ins.)	Location of Brake Shaft Arms	BEARINGS: First Reduction Pinion	BEARINGS: Final Reduction Pinion	BEARINGS: At Differential	BEARINGS: At Wheels	BEARINGS: On Pinion Shaft	Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
Yes	B A	New P	B	2										Roller		Ball	Roller	Roller	Ma I.		56		No. F.	Adams 75005
Yes	B A	New P	B	2										Roller		Ball	Roller	Roller	Ma I.		56		No. F.	Adams 75006
Yes	B A	New P	B	2										Roller		Ball	Roller	Roller	Ma I.		56		No. F.	Adams 75109
Yes	B A	Frost	B	4	Int.Rw	15	1.75	1/16						Ball		Roller	Roller	Ball	Ma I.	8 1/8-30	57 1/2	242	Oil	Clark B320
Yes	Opt	Frost	B	4	Int-Rw	15	2	1/16						Ball		Roller	Roller	Ball	Steel	8 1/8-30	57	250	Oil	Clark B364
Yes	Opt	B-L-C	B	4	Int-Rw	16	2.25	1/16						Ball		Roller	Roller	Ball	Steel	8 1/8-32	60 3/8	360	Oil	Clark B510
Yes	Opt	Fair	B	4	Int-Rw	16	3.5	1/4						Ball		Roller	Roller	Ball	Steel	8 1/4-34	61 7/8	532	Oil	Clark B721
Yes	B A	New P	B	2	Int-Rw	12°	1 3/4	1/8	None	No	No	No		Roller	None	Roller	Roller	Roller	Spec	9 3/8-30	58	150	Oil	Columbia 17000
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2 1/2	1/4	Int-Rw	16	2 1/4	3/32	I F	Roller	None	Roller	Roller	Roller	Spec	9-32	58	320	Oil	Columbia 54000
Yes	Opt	B-L-C	B	4	Int-Rw	16	2 1/4	1/4						Roller	Roller	Roller	Roller	Roller	Ma I.	9 3/4-32	58	390	Oil	Columbia 36000
Yes	Opt	War	B	2	Int-Rw	14	1 3/4	1/4						Roller		Roller	Roller	Roller	1010	9 -30	59	185	Oil	Columbia 22000
Yes	Opt	B-L-C	B	4	Int-Rw	16	3	1/4						Roller		Roller	Roller	Roller	Ma I.	9 1/4-32	60	514	Oil	Columbia 55000
Yes	Opt	B-L	B	4	Ext-Rw	14 3/8	2	1/8	None				No	Ball	None	Roller	Roller	Ball	Steel	9 3/8-32	56	Var	Oil	Eaton 41HB
Yes	B A	B-L	B	4	Int-Rw	15 5/8	2	1/8	None				I F	Roller	Roller	Roller	Ball	Roller	Steel	9 1/4-33	58 1/2	335	Oil	Eaton 421R
Yes	A A	Frost	B	4	Ext-Rw	14	2 1/2	3/32	Int-Rw	13 5/8	2	3/32	I F	Roller	Roller	Roller	Roller	Roller	1040	11 1/8-32	56	285	Oil	Eaton (Torb) 7502
Yes	A A	Frost	B	4	Ext-Rw	15	2 1/2	3/32	Int-Rw	14 5/8	2 1/4	3/32	I F	Roller	Roller	Roller	Roller	Roller	1040	12 1/8-34	56	385		Eaton (Torb) 10000
Yes	A A		B	4	Int-Rw	18	2 1/2	1/4	Int-Rw	18	1 3/4	1/4	I F	Roller	Ball	Roller	Roller	Roller	1040	12 3/8-36	57 5/8	560	Oil	Eaton (Torb) 15000
Yes	A A		B	4	Int-Rw	20	2 1/2	1/4	Int-Rw	20	1 3/4	1/4	I F	Roller	Ball	Roller	Roller	Roller	1040	12 -36	60 1/2	720	Oil	Eaton (Torb) 2500
Yes	A A		B	4	Int-Rw	19	3 1/2	1/8	Ext-D S	10	4 1/2	1/8	I F	Roller	Ball	Roller	Roller	Roller	1040	12 1/4-36	67 3/4	1100	Oil	Eaton (Torb) E4
Yes	Opt	B-L	B	2	Int-Rw	13 5/8	2	3/32	None		No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I.	8 1/2-	56	Var	Oil	Eaton 501-R, 502-R
Yes	Opt	B-L	B	4	Ext-Rw	15 11/16	2 1/2	3/32	Int-Rw	15 5/8	2	3/32	I F	Ball	None	Roller	Roller	Ball	Ma I.	8 3/4x32	56	Var	Oil	Eaton 1002
Yes	A A	B-L	B	4	Int-Rw	15 11/16	2 1/4	1/8	Int-Rw	15 5/8	2 1/4	1/8	I F	Ball	None	Roller	Roller	Ball	Ma I.	10 3/4-36	58	Var	Oil	Eaton 1502
Yes	A A	Frost	B	4	Int-Rw	16 7/8	3 1/2	1/8	None		No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	10 3/8-34	57 1/2		Oil	Eaton 30000
Yes	Opt	Frost	B	4	Int-Rw	16 7/8	°4 1/2	1/4	None		No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	°10 3/8-34	Var		Oil	Eaton 40000-41000
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None		No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	11 -38	67 7/8		Oil	Eaton 62000-65000
Yes	Opt	Frost	B	4	Int-Rw	24	4 1/2	1/4	None		No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	11 -40	70		Oil	Eaton 100000
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	3	1/4	Int-Rw	16 7/8	2	1/4	I F	Ball	None	Roller	Roller	Ball	Ma I.	8 1/2-34	58 3/8		Oil	Eaton 2002
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	3	1/4	Int-Rw	16 7/8	2	1/4	I F	Ball	None	Roller	Roller	Ball	Ma I.	8 1/2-34	57 7/8		Oil	Eaton 2254
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	°4 1/2	1/4	None		No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I.	8 1/2-34	°57 7/8		Oil	Eaton 2250-2252
Yes	Opt	Opt	B	2	Int-Rw	15 11/16	2 1/4	1/8	Int-Rw	15 1/8	2 1/4	1/8	I F	Ball	None	Roller	Roller	Ball	Ma I.	9-32	56		Oil	Eaton 902
Yes	Opt	Frost	B	4	Int-Rw	13 5/8	2 1/2	3/32	None		No	No	No	I F	Roller	None	Roller	Roller	Ball	Ma I.	9-32	56 1/4		Oil	Eaton 1124
Yes	Opt	Frost	B	4	Int-Rw	16 7/8	5	1/4	None		No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	10 7/8-36	61 3/4	828	Oil	Eaton 54R
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None		No	No	No	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	12 -40	67 1/8	1144	Oil	Eaton 74R
Yes	Opt	B-L	B	4	Int-Rw	15 11/16	2 1/4	1/8	Int-Rw	15 1/8	2 1/4	1/8	I F	Ball	None	Roller	Roller	Ball	Ma I.	9 -32	60 1/2	438	Oil	Eaton 1504
Yes	Opt	B-L	B	4	Int-Rw	15.8	2 1/2	1/4	None		No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I.	9 -32	61 1/2	431	Oil	Eaton 1506
Yes	Opt	B-L	B	4	Int-Rw	16 1/8	2 1/2	1/4	None		No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I.	8 3/4-32			Oil	Eaton 1606
Yes	B A	Fairfield	B	4	Int-Rw	17 1/4	3	1/4	None		No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I.	9 1/4-34	61	658	Oil	Eaton 2004
Yes	B A	B-L-C	B	2	Int-Rw	14	2	1/8	None		No	No	No	Opt	Ball	None	Roller	Roller	Ball	1015	9 1/2-32	56 1/2	196	Oil	Salisbury F
Yes	B A	Warren	B	2	Int-Rw	12	1 3/4	1/8	None		No	No	No	Opt	Ball	None	Roller	Ball	Ball	1015	9 1/4-30	56	152	Oil	Salisbury J
Yes	Opt	Warren	B	2	Ext-Rw	14 3/8	2 1/2	1/8	Int-Rw	14	2 1/2	1/8	Opt	Ball	None	Roller	Roller	Ball	1015	9 1/2-32	56 1/2	290	Oil	Salisbury F
Yes	B A	Warren	Hyp	2	Int-Rw	12	1 3/4	1/8	None		No	No	No	Opt	Ball	None	Ball	Roller	Ball	1015	10 -32	56	165	Oil	Salisbury L
Yes	A A	B-L-C	B	2	Ext-Rw	12	1 3/4	1/8	None		No	No	No	O F	Ball	None	Roller	Roller	Ball	1015	10 -32	56 3/4	180	Oil	Salisbury M
					Int-Rw	14	2	1/8																
Yes	B A	Warren	B	2	Ext-Rw	12	1 1/2	1/8	None		No	No	No	Hyd	Roller	None	Roller	Roller	Roller	1015		56 1/2	146	Oil	Salisbury O
Yes	B A	Timken	B	4	Int-Rw	14	1 3/4	1/8	None		No	No	No	Hyd	Roller	None	Roller	Roller	Roller	Ma I.		58 1/2		Oil	Salisbury P
Yes	Opt	Own	B	4	Int-Rw	21	3	1/4	Int-Rw	21	3	1/4	I F	Roller	None	Roller	Roller	Roller	1010		65 3/4	1275	Spec	Timken 66700-D
		Own	B	4	Int-Rw									Roller	None	Roller	Roller	Roller					Spec	Timken 68700-D
Opt	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	Ma I.		61 1/2		Spec	Timken 63120
Opt	Opt	Timken		4	Opt				None				I F	Roller		Roller	Roller	Roller	Ma I.		65 1/2		Spec	Timken 63100
Opt	Opt	Timken	B	4	Opt				Int-Rw				I F	Roller		Roller	Roller	Roller	Ma I.		65 1/2		Spec	Timken 63703, 63702
Opt	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	Ma I.		61 1/2		Spec	Timken 63720, 63721
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		65 1/2		Spec	Timken 65706
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		74 1/4		Spec	Timken 68702
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	Ma I.		60 1/2		Spec	Timken 54000
Yes	Opt	Timken	B	4	Int-Rw				None				I F	Roller		Roller	Roller	Roller	Ma I.		58		Spec	Timken 52000
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	Ma I.		62 3/4		Spec	Timken 56000
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	Ma I.		66		Spec	Timken 65001
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		63		Spec	Timken 65704
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		69 1/2		Spec	Timken 68700
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		71		Spec	Timken 66702
Opt	Opt	Timken	B	4	Opt				Int-Rw				I F	Roller		Roller	Roller	Roller	Ma I.		66		Spec	Timken 58000
Opt	Opt	Timken	B	4	Opt				Opt				I F	Roller		Roller	Roller	Roller	1010		65 3/4		Spec	Timken 66700
Opt	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	1010		74 1/4		Spec	Timken 65221
Yes	Opt	Timken	B	4	Opt				None				I F	Roller		Roller	Roller	Roller	1010		58 1/8		Spec	Timken 6012
Yes		Own	B	4	Int-Rw	17	3	1/8	Int-Rw	12 1/4	2 1/2	3/16	I F		None	Ball	Roller	B-R	Ma I.	11 -36	57 1/2	°600	Oil	Wisconsin 820-G-H
Yes	A A	Own	B	4	Int-Rw	17	3	1/8	Int-Rw	12 1/4	2 1/2	3/16	I F	B-R	None	Ball	Roller	B-R	Ma I.	11 -36	57 1/2	625	Oil	Wisconsin 8200
Yes		Own	B	4	Int-Rw	17	3	1/8	Int-Rw	12 1/4	2 1/2	3/16	I F		None	Ball	Roller	B-R	Ma I.	10 1/2-36	58	690	Oil	Wisconsin 8300
Yes		Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 5/8	2 1/2	1/8	I F	Ball	None	Ball	Roller	B-R	Ma I.	12 -40	59 1/2	850	Oil	Wisconsin 9000T
Yes		Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 5/8	2 1/2	1/8	I F	Ball	None	Ball	Roller	B-R	Ma I.	12 -40	60-64	1000	Oil	Wisconsin 910-DF-EF
Yes	A A	Own		4	Int-Rw	24	3 1/2	1/8	Int-Rw	18 1/2	3 1/2	1/8	I F	Ball		Ball			Ma I.	11 -42	70	1400	Oil	Wisconsin 1000F
Yes	Opt	Own	B	4	Int-Rw	17	3	1/8	Int-Rw	12 1/4	2 1/2	3/16	I F	Ball	Roller	B-R	Roller	Ball	Ma I.	11 -36	57 1/2	475	Oil	Wisconsin 43
Yes		Own	B	4	Int-Rw	17	3	1/8	Int-Rw	12 1/4	2 1/2	3/16	I F	Ball	Roller	Ball	Roller	Ball	Ma I.	11 -36	57 1/2	525	Oil	Wisconsin 4610
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	3/16	I F	Ball	Roller	B-R	Roller	Ball	Ma I.	11 -36	57 1/2	525	Oil	Wisconsin 471
Yes	A A	Own	B	4	Int-Rw	17	3	1/8	Int-Rw	12 1/4	2 1/2	3/16	I F	Ball	Roller	B-R	Roller	Ball	Ma I.	11 -36	57 5/8	660	Oil	Wisconsin 6600-B6600
Yes	Opt	Own	B	4	Int-Rw	17	5	1/4	Int-Rw	12 1/4	2 1/2	1/4	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	11 -36	58	600	Oil	Wisconsin 6617B
Yes	A A	Own	B	4	Int-Rw	18	4	1/8	Int-Rw	13 1/2	2 1/2	1/8	I F	Ball	Roller	Ball	Roller	Ball	Ma I.	12 -40	59 1/2	900	Oil	Wisconsin 8800A-8800-B
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/8	I F	Ball	Roller	B-R	Roller	Ball	Ma I.	11 -36	57 1/2 76	750	Oil	Wisconsin 68010, 68310
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/8	I F	Ball	Roller	B-R	Roller	Ball	Ma I.	11 -36	71 3/4 68	720	Oil	Wisconsin 68410, 68510
Yes		Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	3	1/8	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	9 -34	68	1100	Oil	Wisconsin 1251-K
Yes	Opt	Own	B	4	Int-Rw	20	4 1/2	1/4	Int-Rw	15 5/8	3	1/8	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	9 -34	76	1200	Oil	Wisconsin 1261-K
Yes	A A	Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 5/8	2 1/2	1/8	I F	Ball	Roller	Ball	Roller	Ball	Ma I.	12 -40	60-64	1000	Oil	Wisconsin 1400, 1450
Yes		Own	B	4	Int-Rw	20	4 1/2	1/4	Int-Rw	15 5/8	3	1/8	I F	Ball	Roller	Ball	Roller	Ball	Ma I.	11 -42	71	1450	Oil	Wisconsin 1700
Yes	A A	Own	B	4	Int-Rw	23	4	1/4	Int-Rw	18 1/2	3 1/2	1/8	I F	Ball	Ball	Ball	Roller	Ball	Ma I.	11 -42	71	1450	Oil	Wisconsin 1750
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	3	1/8	I F	Roller	None	Roller	Roller	Roller	Ma I.	9 -34	68	1200	Oil	Wisconsin 150
Yes	Opt	Own	B	4	Int-Rw	16	2 1/4	1/4	-Ps				I F	Roller		Roller	Roller		Ma I.	9 1/4-32	60	425	Oil	Wisconsin 3300-L
Yes	Opt	Own	B	4	Int-Rw	16	3 1/2	1/4	-Ps				I F	Ball		Ball	Roller		Ma I.	9 -34	65	550	Oil	Wisconsin 4400-L
Yes	Opt	Own	B	4	Int-Rw	16 1/4	4	1/8	-Ps					Ball		Ball	Roller			9 1/4-36	69	850	Oil	Wisconsin 6000-L
Yes	A A	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/8	I F	Ball	Ball	Ball	Roller		Ma I.	12 -40	61°	1100	Oil	Wisconsin 1500-B-1550B
	B A	Own	B	4	Int-Rw	16 7/8	3	1/4	-Ps				I F	B-R		Ball			Ma I.	10 -34	69 1/2	800	Oil	Wisconsin 7500F-7500
No	B A	Own	B	4	Int-Rw	20	4 1/2	1/4	-Ps				I F	B-R		Ball	Roller		Ma I.	12 -40	74	1200	Oil	Wisconsin 9610-9610F

Int Rw—Internal Rear Wheels
Int D S—Internal Driveshaft
Ma I—Malleable Iron
Mol—Molybdenum

NcA—Nickel Alloy
New P—New Process
No. F—Non-Fluid
N-P—No Provision

OF—Outside of Frame
Opt.—Optional
Ps—Propeller Shaft
S-A—Springs and Torque Arm

S B—Spiral Bevel
Sp—Springs
Spec—Special
T—Trucks

T A—Torque Arm
Var—Variable
War—Warner
We—Worm

*—Optional
‡—When used with four wheel brakes
°—Others Also
†—1928 Specifications

American Stock Gearsets

MAKE AND MODEL	Designed for	Maximum Engine Torque (Lbs. Ft.)	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Distance Between Center Lines of Main and Secondary Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	WIDTH OF GEAR FACES (In.): Constant Mesh Set	Low	Second	Third	Fourth	Reverse	Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS: Low	Second	Third	Fourth	Reverse	Gearset Location	Control Location	Sold With Clutch?	Standard S.A.E. Gearshift	WEIGHT (Lbs.): Cast Iron	WEIGHT (Lbs.): Aluminum	Recommended Type of Lubricant	MAKE AND MODEL
Brooklyn T	C, T.			Ball	Plain.	Ball	4.50		3		7/8	5/8	5/8	5/8		5/8	Cast I.	2315	2315	7-9		3.09	1.75			3.9	Eng.	Si.			40		Oil	Brooklyn T
Brown-Lipe 20B	C, T.	85	Clash	Roller	Roller	Roller			3	GeT	9/16	5/8	5/8	Dir.	None.	5/8	CI & Al	ChS	2320	6-8	3	3.34	1.66	1.00	None.	4.17	Eng.	Ce.	Opt.	Yes		98	Oil	Brown-Lipe 20B
Brown-Lipe 30, 30A	C, T.	135	Clash	Roller	Roller	Ball			3	GeT	5/8	3/4	3/4	Dir.	None.	3/4	CI & Al	ChS	2320	6-8	3	°3.33	1.68	1.00	None.	°5.00	Eng.	Ce.	Opt.	Yes	142	°95	Oil	Brown-Lipe 30, 30A
Brown-Lipe 31	Trucks	180	Clash	Roller	Roller	Roller			3	GeT	5/8	3/4	3/4	Dir.	None.	3/4	CI & Al	ChS	2320	6-8	3	4.80	2.25	1.00	None.	6.00	Eng.	Ce.	Opt.	Yes			Oil	Brown-Lipe 31
Brown-Lipe 35	C, T.	180	Clash	Roller	Roller	Roller			4	GeT	5/8	3/4	3/4	3/4	3/4	3/4	CI & Al	ChS	2320	6-8	3, 4	°5.35	°2.84	°1.76	°1.00	°6.25	E-A	Ce.	Opt.	Yes	198	150	Oil	Brown-Lipe 35
Brown-Lipe 51	T, B.	210	Clash	Roller	Roller	Roller			4	GeT	7/8	1 1/4	1	1	1	1 1/8	CI & Al	ChS	2320	6-8	3, 4	°3.29	°1.61	°1.00	°.78	°3.94	E-A	Ce.	Opt.	Yes		196	Oil	Brown-Lipe 51
Brown-Lipe 20A	T.	158	Clash	Roller	Roller	Roller	7 1/2	4	4	GeT	9/16	1/8	5/8	5/8		5/8	Cast I.	Spec	2320	6-8	4	5.00	2.77	1.66	1.00	6.42	Eng.	Ce.	Yes.	Yes	157 1/2		Oil	Brown-Lipe 20A
Brown-Lipe 51-5	T.	220	Clash	Ball°	Ball	Roller	12 5/16	5 1/4	5	GeT	5/8	1 7/8	7/8	3/4		3/4°	Cast I.	Spec	2320	6-8	4	5.96	4.00	1.80	1.00	7.45°	Eng.	Ce.	Yes.	No.	329		Oil	Brown-Lipe 51-5
Brown-Lipe 50-3	B.	185	Clash	Ball°	Roller	Roller	8 3/16	4 1/4	3	GeT	7/8	3/4	1			7/8	Alum	Spec	2320	6-8	3	4.01	1.76	1.00		4.93	Eng.	C-S.	Yes.	Yes		156	Oil	Brown-Lipe 50-3
Brown-Lipe 30C	Cars	167	Clash	Roller	Roller	Ball	6 1/8	4	3	GeT	1 1/16	3/4	13/16		7/8	3/4	Cast I.	Spec	4615	6-8	3	3.33	1.68	1.00		4.35	Eng.	Ce.	Opt.	Yes	112		Oil	Brown-Lipe 30C
Brown-Lipe 55	T, B, Tr.	250	Clash	Roller	Roller	Roller			4, 7	GeT	3/4	1 3/8	1	7/8	7/8	1 1/8	CI & Al	ChS	2320	5-7	°3	°3.95	°1.89	°1.00	°.78	°4.75	E-A°	Ce.	Opt.	Yes	°225		Oil	Brown-Lipe 55
Brown-Lipe 60	T, B, Tr.	275	Clash	Roller	Roller	Roller			4	GeT	1 1/4	1 1/2	1 1/2	°1 1/2	°2 1/2	1 1/8	CI & Al	ChS	2320	5-7	3, 4	°5.35	°2.84	°1.76	°1.00	°6.43	SeU	Ce.	Opt.	Yes	250		Oil	Brown-Lipe 60
Brown-Lipe 60	T, Tr.	275	Clash	Roller	Roller	Roller			3	GeT	1 1/4	1 1/2	1 1/2	Dir.	None.	1 1/2	Alum	ChS	2320	5-7	3	4.00	1.76	1.00	None.	4.90	Eng.	Ce.	Opt.	Yes		189	Oil	Brown-Lipe 60
Brown-Lipe 60**	Trucks	292	Clash	Roller	Roller	Roller			3	GeT	1 1/4	1 1/2	Dir	1 1/2	None.		CI & Al	ChS	2320	5-7	2	2.25	1.00	.67	None.	None.	SeU	Ce.	Opt.	Yes			Oil	Brown-Lipe 60**
Brown-Lipe 60†	Buses	275	Clash	Roller	Roller	Roller			4	GeT	1 1/4	1 1/2	1 1/2	1 1/2	Dir.	1 3/8	Alum	ChS	2320	5-7	4	4.00	2.84	1.50	1.00	4.81	SeU	C-S	Opt.	Yes			Oil	Brown-Lipe 60†
Brown-Lipe 60	Trucks	275	Clash	B & R	Roller	Roller			7	GeT	1 1/4	1 1/2	1 1/2	Dir.	1 1/2	1 3/8	Cast I.	2320	2320	5-7	6	9.50	4.53	3.38	2.22	3.97	SeU	Ce.	Opt.	Yes			Oil	Brown-Lipe 60
Brown-Lipe 70	Trucks	375	Clash	Roller	Roller	Ball			4, 7	GeT	1 1/4	1 1/2	1 1/2	Dir.	1 1/2	1 1/2	Cast I.	2320	2320	5-7	6	9.4	4.46	3.52	2.06	4.19	SeU	Ce.	Opt.	Yes			Oil	Brown-Lipe 70
§Campbell G25	T, B.	Var	Ind C.	Roller	Roller	Roller	13	4.83	4	Spec	1 1/4	1 3/4	1 3/4	1 3/4	Dir.	1	Opt	6150	2350	6-P	4	5.36	2.93	1.80	1.00	5.47	E-A	Ce.	No.	Yes			Oil	Campbell G25
§Campbell D-21	C, T, B.	Var	Ind C.	Ball	Roller	Plain.	12.00	3.83	3	Spec	Non	3/4	3/4	3/4	None.	3/4	Cast I.	2350	2350	6-P	1	3.87	1.71	1.00	None.	3.85	E-A	Ce.	No.		60	†65	Oil	Campbell D-21
Cotta Gear 65-S	T & B		Ind C.	Ball	Ball	Ball	12 9/16	5.4	5	Jaw	1 1/16	1 1/2	1 1/2	1 1/4	1 1/4	1 1/2	S St	2340	2320	5-7	5	8.31	4.75	2.80	1.60	6.30	A	Ce.	No.	No			F	Cotta Gear 65-S
Cotta Gear 12	T, Tr		Ind C.	Ball	Plain.	Ball	12.43	5.55	3	Jaw	1 1/2	1 1/2	1 1/2	1 1/2	None.	1 1/2			2340	2315	4 1/2 x 5 1/2	3	4.51	1.81	1.00	None.	6.00	SeU	Ce.		Yes			No F	Cotta Gear 12
Cotta Gear 55-S	T, B.	230		Ball	Ball	Ball	11 1/8	4.91	5	Jaw	7/8	1 1/4	1 1/4	1	1	1 1/4	S St	2340	2320	5.5 7.7	5	8.31	4.75	2.80	1.60	6.30°	E-A	Ce.	No.	No			Oil	Cotta Gear 55-S
Cotta Trans A-AAU	T, B.	125	Ind C.	Ball	Ball	Ball	12.50	4.50	4*	Jaw	3/4	3/4	3/4	3/4	3/4	3/4	S St	3120	3120	6-8	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce.	Opt.	Yes	160†		No F	Cotta Trans A-AAU
Cotta Trans R&RU	T, B.	200	Ind C.	Ball	Ball	Ball	14.50	4.90	4*	Jaw	1	1	1	1	1	1	S St	3120	3120	5 1/2-7 1/2	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce.	Opt.	Yes	225†		No F	Cotta Trans R&RU
Cotta Trans S&SU	T, B.	290	Ind C.	Ball	Ball	Ball	16.50	5.40	4*	Jaw	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	S St	3120	3120	5-7	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce.	Opt.	Yes	300†		No F	Cotta Trans S&SU
Cotta Trans T	T, B.	375	Ind C.	Ball	Ball	Ball	18.50	6.00	4	Jaw	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	S St	3120	3120	4 1/2-6	4	5.20	3.68	1.86	1.00	4.66	E-A	C-S	Opt.	Yes	335†		No F	Cotta Trans T
Cotta Trans TS	T, B, Tr.	375	Ind C.	Ball	Ball	Ball	7.18	°5.40	2	Jaw	°1 1/4	1 1/4	1 1/4	None.	None.	None.	S St	3120	3120	5-7°	2	2.00	1.00	None.	None.	None.	SeU	Ce.	Opt.	Yes	165†		No F	Cotta Trans TS
Cotta Trans FA	T, RC, Tr.	500	Ind C.	Ball	Ball	Ball	16.00	6.00	3	Jaw	2	2	2	2	None.	2	S St	3120	3120	4 1/2-6	3	4.00	2.00	1.00	None.	4.12	SeU	C-S	Opt.	Yes	400†		No F	Cotta Trans FA
Covert JUC	C, T.	150	Ind C	Ball	Opt	Opt	6.56	3.75	3	GeT	3/4	13/16	13/16	13/16	None.	13/16	Cast I.	2320	2320	6-8	3	3.62	1.91	1.00	None.	4.46	Eng.	Ce.	Yes.	Yes	155		Oil	Covert JUC
Covert W4C	T & B	175	Clash	Ball	Bronze	Rolier	9.06	4.25	4	GeT	11/16	1 1/16	7/8	Dir	Dir	3/4	Cast I.	2320	2320	6-8	4	5.85	3.67	1.92	1.00	7.31	Eng.	Ce.	Yes.	Yes	206		Oil	Covert W4C
Covert RA3	Trucks	184	Ind C.	Ball	Roller	Ball	8.37	4.50	3	GeT	1	1	1	1	None.	1 1/16	Cast I.	2320	2320	6-8	3	3.67	1.60	1.00	None.	4.37	SeU	Ce.	No.	Yes	140		Oil	Covert RA3
Covert RU3C	Trucks	184	Ind C.	Ball	Roller	Ball	8.37	4.50	3	Jaw	1	1	1	1	None.	1 1/16	Cast I.	2320	2320	6-8	3	3.67	1.60	1.00	None.	4.37	Eng.	Ce.	Yes	Yes	210		Oil	Covert RU3C
Covert RAD4	Trucks	184	Ind C.	Ball	Roller	Ball	11.37	4.50	4	GeT	1	1 1/4	1	1	1	1 1/16	Cast I.	2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	SeU	Opt.	No.	Yes	180		Oil	Covert RAD4
Covert RUP4C	Trucks	184	Ind C.	Ball	Roller	Ball	11.37	4.50	4	Jaw	1 1/16	1 1/4	1	Dir	Dir	1 1/16	Cast I.	2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	Eng.	Ce.	Yes.	Yes	280		Oil	Covert RUP4C
Covert SB	Trucks	250	Clash	Ball	Roller	Ball	13.12	5.20	4	GeT	1 1/16	1 1/16	1 1/4	1 1/8	1 1/8	1 1/4	Cast I.	2320	2320	5-7	4	5.07	3.04	1.63	1.00	6.76	SeU	Opt.	No.	Yes	245		Oil	Covert SB
Covert TN	Tr, B & T.	280	Clash	Ball	Roller	Ball	14 5/8	6.00	4	GeT	1 1/4	1 1/2	1 1/2	1 1/2	1 1/2	1 1/16 1 5/8	Cast I.	2320	2320	5-7	4	5.44	2.85	1.79	1.00	6.80	SeU		No.	Yes	332		Oil	Covert TN
Detroit HR	Cars	165	Clash	Ball	Roller	Roller	6.00	3.35	3	GeT	5/16	11/16	3/4	7/16	None.	11/16	Cast I.	Spec	Spec	°7-9	3	3.11	1 69	1.00	None.	3.78	Eng.	Ce.	No.	Yes	58		Oil	Detroit HR
Detroit R	T, B.	200	Clash	Ball	Roller	Ball	9.87	4.42	4	GeT	1/8	1	1	1	1	1/16	Cast I.	Spec	Spec	6-8	4	5.90	3.23	1.75	1.00	7.08	SeU	Ce.	No.	Yes	159		Oil	Detroit R
Detroit W	B, T.	300	Clash	Ball	Roller	Ball	12.19	5.00	4	GeT	1	1 3/8	1 1/4	1 1/4	1/16	1 3/8	Cast I.	Spec	Spec	5-7	4	6.05	3.47	1.81	1.00	7.00	SeU	Ce.	No.	Yes	198		Oil	Detroit W
Detroit KL	Cars	215	Clash	Ball	Roller	Roller	6.7	3.35	3	GeT	23/32	13/16	31/32	7/16	None.	3/4	Cast I.	Spec	Spec	°7-9	3	3.11	1.69	1.00	None.	3.78	Eng.	Ce.	No.	Yes	69		Oil	Detroit KL
Detroit R.S	Cars	250	Clash	Ball		Roller	10.04	3.79	4	GeT	5/8	3/4	23/32	7/16	3/16	3/4	Cast I.	Spec	Spec	7°	4	3.49	1.99	1.28	1.00	2.81	Eng.	Ce.	No.	No.			Oil	Detroit R.S
Detroit F.W	Cars	215	Clash	Ball	Roller	Roller	6.50	3.36	3	GeT	23/32	13/16	31/32	7/16	None.	3/4	Cast I.	Spec	Spec	7°	3	3.11	1.69	1.00		3.78	Eng.	Ce.	No.	No	144		Oil	Detroit F.W
Durston 04700	C, T.	125	Clash	Roller	Roller	Plain.	5.31	3.31	3	GeT	5/16	1	5/8	5/8	None.		Cast I.	3140	2320	6-8	3	3.09	1.85	1.00	None.	3.87	Eng.	Ce.	No.	Yes	75		Oil	Durston 04700
Fuller TDU	Taxi	Var.	Clash	Ball	Roller	Roller	6.19	3.58	3	GeT	11/16	13/16	3/4	7/16	None.	1/2°	Cast I.	2320	2320	6-8°	3	3.17	1.60	1.00	None.	2.7	Eng.	Ce.	Yes.	Yes	119		Oil	Fuller TDU
Fuller DU	Trucks	Var.	Clash	Ball	Roller	Roller	6.19	3.58	3	GeT	11/16	13/16	3/4	7/16	None.	1/2°	Cast I.	2320	2320	6-8°	3	4.29	2.07	1.00	None.	3.65	Eng.	Ce.	Yes.	Yes	119		Oil	Fuller DU
Fuller TU, SU	Taxi, T.	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	3/4	7/8	7/8	1/2	None.	7/8	Cast I.	2320	2320	6-8	3	°2.90	°1.70	1.00	None.	°3.50	Eng.	Ce.	Yes.	Yes	163		Oil	Fuller TU, SU
Fuller G, GU	T & B	Var	Clash	Ball	Ball	Ball	8.34	4.50	4	GeT	1	1	7/8	1/2	1	Cast I.	2320	2320	5-7	4	4.80	3.00	1.60	1.00	6.1	Eng.°	Ce.	Yes.	Yes	°214		Oil	Fuller G, GU
Fuller H, HU	T & B	Var	Clash	Ball	Ball	Ball	10.00	4.5	4	GeT	1	1 3/8	1 1/8	1 1/8	1/2	1 1/4	Cast I.	2320	2320	5-7	4	4.8	3.00	1.6	1.0	6.1	Eng.°	Ce.	Yes.	Yes	°245		Oil	Fuller RU
Fuller RU, R	T & B	Var	Clash	Ball	Ball	Ball	12.25	5.25	4	GeT	1 1/4	1 1/2	1 1/4	1 1/4	5/8	1 1/2	Cast I.	2320	2320	4 1/2-6	4	6.30	3.20	1.70	1.00	6.30	SeU°	Ce.	Yes.	Yes	°215		Oil	Fuller H, HU
Fuller GOG&2SC-2.9	T & B	Var.	Clash	Ball	Ball	Ball	8.37	4.50	4	GeT	1	1	7/8	1	23/32	1	Cast I.	2320	2320	5-7	3	3.0	1.8	1.0	.69	4.1°	SeU	Ce.	Yes.	Yes	129		Oil	Fuller GOG&2SC-2.9
Fuller HOG&2-SC-16	T & B	Var.	Clash	Ball	Ball	Ball	12.25	5.25	7	GeT	1 1/2	1 1/2 °	1 3/8	1	1 1/8	1 7/16	Cast I.	2320	2320	4 1/2-6	3	3.2	1.6	1.0	.75	3.2°	SeU	Ce.	Yes.	Yes	215		Oil	Fuller HOG&2-SC-16
Fuller 2-SC-2.9	T & B	Var.	Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	15/16	1	No	No	No	No	Cast I.	2320	2320	5-7	2	2.9	1.0	None.	None.	None.	Eng.	Ce.	Yes.	Yes	135		Oil	Fuller 2-SC-2.9
Fuller 2-SC-1.7	T & B	Var.	Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	15/16	7/8	1/2	None.	None.	None.	Cast I.	2320	2320	5-7	2	1.70	1.00	None.	None.	None.	Eng.	Ce.	Yes.	Yes	135		Oil	Fuller 2-SC-1.7
Fuller KU	T.	Var.	Clash	Ball	Ball	Roller	6.22	3.83	4	GeT	23/32	13/16	3/4	25/32	25/32	13/16	Cast I.	2320	2320	5-7°	4	6.5	3.9	2.06	1.00	2.7	Eng.	Ce.	Yes.	Yes			Oil	Fuller KU
Fuller MGU-14	T, B.	Var	Clash	Ball	Ball	Ball	7.34	4.50	4		7/8	1 3/32	1/16	7/8	7/8	1 3/32 °	Cast I.	2320	2320	5-7°	4	6.5	3.7	1.9	1.00	7.8	Eng.	Ce.	Yes.	Yes			Oil	Fuller MGU-14

§**Jones**.....**T4**	Buses		Ind C.	Ball	Ball	Ball	11.17	4.3	4	GeT	1 21/64	1 1/4	1 1/2	1.38	1 21/64	1	Cast I.	2320	2320	5-7	4	4	2.58	1.55	1	5.32	Eng.	Ce.	Opt.	No	256		Oil	**Jones**.....**T4**
§**Jones**.....**T6**	Cars		Ind C.	Ball	Ball	Ball	8.79	3.5	4	GeT	1.22	3/4	3/4	1.22	1.22	5/8	Cast I.	2320	2320	7-9	°3	°2.83	°1.56	°1	°.82	3.89	Eng.	Ce.	Opt.	Yes	125	95	Oil	**Jones**.....**T6**
§**Jones**.....**T7B**	C & B		Ind C.	Ball	Ball	Ball	°8.11	3.50	3	GeT	°1 5/32	°7/8	1 7/32	°1 5/32	None	°11/16	Cast I.	2320	2320	7-9	3	°2.93	°1.56	1	None	3.97	Eng.	Ce.	Opt.	Yes	°120	90	Oil	**Jones**.....**T7B**
§**Jones**.....**T7S**	Trucks		Ind C.	Ball	Ball	Ball	7.87	3.5	3	GeT	13/16	7/8	27/32	13/16	None	13/16	Cast I.	2320	2320	6-8	3	4	2.1	1	None	6.58	Eng.	Ce.	Opt.	Yes	120		Oil	**Jones**.....**T7S**
§**Jones**.....**T7**	Cars		Ind C.	Ball	Ball	Ball	7.64	3.5	3	GeT	1 3/32	11/16	1 3/32	1 3/32	None	5/8	Cast I.	2320	2320	Opt.	3	°2.45	°1.47	1	None	3.32	Eng.	Ce.	Opt.	Yes	105	80	Oil	**Jones**.....**T7**
Mechanics.....**J**	C, T.	120	Clash	Ball	Plain	Plain	6.06	3.14	3	GeT	9/16	5/8	11/16	1 1/32	None	5/8	Cast I.	1045	5150	7-9	3	3.07	1.76	1.00	None	4.02	Eng.	Ce.	No	Yes	58		Oil	**Mechanics**.....**J**
Mechanics.....**"O"**	C, T & B.	160	Clash	Ball°	Roller	Roller	7 1/4	3 1/2	3	GeT	11/16	13/16	7/8	Dir		13/16	Cast I.	Var.	2345	7-9	3	3.9	2	Dir		4.68	Eng.	Ce.	No	Yes			Oil	**Mechanics**.....**"O"**
Muncie Gear.....**T5**	C, T.	165	Clash	Ball	Plain	Plain	5.87	3.00	3	GeT	9/16	5/8	11/16	Dir	None	5/8	Cast I.	3120	3120	6-8	3	2.80	1.75	1.00	None	2.80	E-A.	Ce.	No	Yes	85	60	Oil	**Muncie Gear**.....**T5**
Muncie Gear.....**T23 I**	Trucks	165	Clash	Ball	Roller	Ball	7	4	3	GeT	3/4	13/16	25/32	Dir	None	13/16	Cast I.	3120	3120	6-8	3	4	2	1	None	5.33	Eng.	Ce.	Opt.	Yes.	117		Oil	**Muncie Gear**.....**T23 I**
Muncie Gear.....**T23N**	C, T.	200	Clash	Ball	Roller	Ball	7.00	4.00	3	GeT	3/4	13/16	[illegible]	Dir	None	13/16	Cast I.	3120	3120	6-8	3	3.33	1.66	1.00	None	4.44	Eng.	Ce.	Opt.	Yes	117		Oil	**Muncie Gear**.....**T23N**
Muncie Prod.....**552105**	Cars			Ball°		Plain	6 3/16	3.21	3	GeT	.625	.688	.750			.625	Cast I.	2320	6150	7	3	1.75	1.00			3.86	Eng.	Ce.	No	Yes.	64			**Muncie Prod**.....**552105**
Muncie Prod.....**552550**	Cars			Ball°	Roller	Plain	6 5/16	3.36	3	GeT	.625	.719	.781				Cast I.	2320	2515	7	3	3.11	1.69			3.78	Eng.	Ce.	No	Yes.	93			**Muncie Prod**.....**552550**
Warner Gear.....**T64J**	C, T.	100	Clash	Ball	Roller	Plain	6.09	3.35	3	GeT	9/16	11/16	3/4	9/32	None	11/16	Cast I.	1045	5150	7-9	3	3.11	1.69	1.00	None	3.78	Eng.	Ce.	No	Yes	95		Oil	**Warner Gear**.....**T64J**
Warner Gear.....**T4**	Cars	190	Con.	Ball	Plain	Plain	‡	3.64	4	GeT	11/16	13/16	3/4	1/2	3/8	13/16	Cast I.	5150	5150		4	4.01	2.46	1.42	1.00	3.28	Eng.	Ce.	No	Yes	120		Oil	**Warner Gear**.....**T4**
Warner Gear.....**T5**	Cars	125	Con.	Ball	Plain	Plain	‡	3.06	4	GeT	9/16	11/16	11/16	1/2	3/8	11/16	Cast I.	5150	5150		4	3.54	2.31	1.42	1.00	2.99	Eng.	Ce.	No	No	90		Oil	**Warner Gear**.....**T5**
Warner Gear.....**T7**	Trucks	140	Clash	Ball	Roller	Roller	7.86	4.75	4	GeT	49/64	13/16	7/8	7/8	1/2	7/8	Cast I.	2320	2320	6-	4	6.60	3.74	1.84	1.00	7.63	Eng.	Ce.	No	Yes.	175		Oil	**Warner Gear**.....**T7**
Warner Gear.....**T69**	Cars	165	Clash	Ball	Roller	Roller	6.46	3.35	3	GeT	5/8	11/16	13/16	11/32		11/16	Cast I.	1045	5150	7-9	3	3.11	1.69	1.00		3.78	Eng.	Ce.	No	Yes.	97		Oil	**Warner Gear**.....**T69**
Warner Gear.....**T71**	C, T.	175	Clash	Ball	Roller	Roller	6.46	3.35	3	GeT	5/8	13/16	7/8	11/32		13/16	Cast I.	2320	2320	7-9	3	3.54	1.90	1.00		4.30	Eng.	Ce.	No	Yes.	100		Oil	**Warner Gear**.....**T71**
Warner Gear.....**T64K**	Cars	150	Clash	Ball	Roller	Plain	6.09	3.35	3	GeT	9/16	11/16	3/4	9/32		11/16	Cast I.	1045	5150	7-9°	3	3.11	1.69	1.00		3.78	Eng.	Ce.	No	No	95		Oil	**Warner Gear**.....**T64K**
Warner Gear.....**T2C**	Cars	130	Clash	Ball	Plain	Plain	5.46	3.00	3	GeT	9/16	5/8	11/16	11/32		5/8	Cast I.	1045	5150			3.04	1.82	1.00		3.64	Eng.	Ce.	No	Yes.	50		Oil	**Warner Gear**.....**T2C**

ABBREVIATIONS:
**—Auxiliary Transmission.
‡—Special Design.
†—Semi Steel.
*—Optional.
°—Others also.
§—1928 Specifications.
Alum—Aluminum.
B—Buses.
B & R—Ball & Roller.
C—Cars.
Cast I—Cast Iron.
Ce—Center.
ChS—Chrome Steel.
CI & Al—Cast Iron and Aluminum.
Con—Constant Mesh
C-S—Center or Side.
Dir—Direct.
E-A—Engine or Amidships.
Eng—Unit with Engine.
GeT—Gear Teeth.
IndC—Individual Clutch.
NoF—Non Fluid Oil.
Opt—Optional.
P—Pitch
RC—Rail Cars.
R-P—Roller or Plain.
SeU—Separate Unit.
Spec—Special.
S St—Semi Steel.
T—Trucks.
Tr—Tractors.
Var—Variable.

American Stock Steering Gears

Specifications of typical models made by independent parts manufacturers.

MAKE AND MODEL	Designed For	CAPACITY: For Vehicle Gross Weight (Lbs.)	CAPACITY: For Maximum Weight on Front Wheels (Lbs.)	Type	Ratio	OUTSIDE DIAMETER: Steering Wheel (Ins.)	OUTSIDE DIAMETER: Wheel Shaft (Ins.)	OUTSIDE DIAMETER: Column Jacket (Ins.)	STEERING ARM: Center to Center Length (Ins.)	STEERING ARM: Maximum Angular Motion (Deg.)	MATERIALS: Housing	MATERIALS: Reduction Gear	MATERIALS: Nut or Cam	MATERIALS: Gear Shaft S.A.E. No.	MATERIALS: Wheel Spider	Adjustable for Wear?	BEARINGS: Thrust: Type	Thrust: Number	Thrust: Make	Thrust: Diameter (Ins.)	Thrust: Length (Ins.)	Gear Shaft: Type	Gear Shaft: Number	Gear Shaft: Make	Gear Shaft: Diameter (Ins.)	Gear Shaft: Length (Ins.)	CONTROL LEVERS: Location	CONTROL LEVERS: Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Columbus.....**13**	Cars	3000	Var.	W&S.	13	17	1	1 1/2	†	82	Mal.	1020	Opt.			Yes	RT	2	Spec			Plain	1	Own	1 1/8	†	AW°	SL°		22
Columbus.....**14**	Cars, T.	4000	Var.	W&S.	14	18°	1	1 1/2°	†	82	Mal.	1020	Opt.			Yes	RT	2	Spec			Plain	1	Own	1 1/4	†	AW°	SL°		25
Columbus.....**15**	Cars, T, B.	5000	Var.	W&S.	15	18°	1	1 3/4	†	82	Mal.	1020	Opt.			Yes	RT	2	Spec			Plain	1	Own	1 1/4	†	AW°	SL°		28
Columbus.....**16**	Cars, T, B.	7500	Var.	W&S.	16	18°	1 1/8	1 3/4	†	82	Mal.	1020	Opt.			Yes	RT	2	Spec			Plain	1	Own	1 3/8	†	AW°	SL°		31
Columbus.....**17**	T, B.	10000	Var.	W&S.	17	Opt.	1 1/8	2	†	82	Mal.	1020	Opt.			Yes	RT	2	Spec			Plain	1	Own	1 3/8	†	AW	SL°		35
Gemmer.....**70**	Cars	Var.	Var.	W&S.	13		7/8	1 1/2	Opt.	82	Mal.	1020		1020°		Yes	Roller	2	Own	1/4	1/4	Plain	2	Own	1 1/8	1 1/2	AW	SL.	Yes	25
Gemmer.....**95**	C&T.	Var.	Var.	W&S.	16		1	1 1/2°	Opt.	82	Mal.	1020		2315		Yes	Roller	2	Own	1/4	1/4	Plain	2	Own	1 1/4	1 1/2	AW.	SL.	Yes	32
Gemmer.....**215**	C,T,B, &Tr	Var.	Var.	W&D.	18			1 3/4°	Opt.	75	Mal.	1020		2330		Yes	Roller	2	Own	1/4	1/4	Plain	2	Own	1 3/8	1 7/16	AW.	SL.	Yes	37
Gemmer.....**230**	T,B & Tr.		Var.	W&D.	24		1 1/4	2°	Opt.	75	Mal.	1020		2330		Yes	Ball	2	Nice	2 11/32	5/8	Plain	2	Own	1 3/4	1 7/8	AW.	SL.	No	63
Hannum.....**1**	C,T,B&Tr.	3600		N&L.	Var.	Opt.	Var.	1 1/2	Opt.	80	Mal.	MgS.	MgS.	1045	Opt.	Yes	Ball	2	Nice			Plain	2		Var.	Var.	Opt.		Yes	Var.
Hannum.....**4**	C,T,B&Tr.	5000		N&L.	Var.	Opt.	Var.	1 3/4	Opt.	80	Mal.	MgS.	MgS.	1045	Opt.	Yes	Ball	2	Nice			Plain	2		Var.	Var.	Opt.	Opt.	Yes	Var.
Hannum.....**5**	C,T,B&Tr.	9000		N&L.	Var.	Opt.	Var.	1 3/4	Opt.	80	Mal.	MgS.	MgS.	1045	Opt.	Yes	Ball	2	Nice			Plain	2		Var.	Var.	Opt.	Opt.	Yes	Var.
Hannum.....**8**	C.T.B&Tr.	14000		N&L.	Var.	Opt.	Var.	1 3/4	Opt.	80	Mal.	MgS.	MgS.	1045	Opt.	Yes	Ball	2	Nice			Plain	2		Var.	Var.	Opt.	Opt.	Yes	Var.
Hannum.....**11**	T&B	20000		N&L.	Var.	Opt.	Var.	2	Opt.	80	Mal.	MgS.	MgS.	1045	Opt.	Yes	Roller	2	Tim			Plain	2		Var.	Var.	Opt.	Opt.	Yes	Var.
Hannum.....**14**	T&B	30000		N&L.	Var.	Opt.	Var.	2 1/4	Opt.	80	Mal.	MgS.	MgS.	1045	Opt.	Yes	Roller	2	Tim			Plain	2		Var.	Var.	Opt.	Opt.	Yes	Var.
Jacox.....**60**	C&T				13.9	17	7/8	1 1/2	Var.	82	CI.	SpS.	Bro.	1035		Yes	Ball	1	Spec			Plain	2		1	Var.	AW.	SL.	Yes	23
Jacox.....**70**	C&T			S&N.	16	Opt.	1	1 1/2	Var.	82	CI.	SpS.	Bro.	1035		Yes	Ball	1	Spec			Plain	2		1 1/8	Var.	AW.	SL.	Yes	32
Jacox.....**75**	C&T		Var.	S&N.	16	Opt.	1	1 5/8°	Var.	82°	Mal.	SpS.	Bro.	SpS.	Opt.	Yes	Ball	1	Spec			Plain	3		1 1/8	Var.	AW.	SL.	Yes	32 1/3
Jacox.....**80**	C&T		Var.	S&N.	17.1	Opt.	1	1 3/4	Var.	82°	Mal.	SpS.	Bro.	3135	Opt.	Yes	Ball	1	Spec			Plain	3		1 1/4	Var.	Opt.	SL.	Yes	37
Jacox.....**85 & 90**	C&T			S&N.	17.1	Opt.	1	1 5/8°	Opt.	82	Mal.	SpS.	Bro.	3135	Opt.	Yes	Ball	1	N-D			Plain	3		1 1/4	Var.	AW.	SL.	Yes	39
Jacox.....**95**	C,T&B.			W&S.	14	Opt.	1 1/8	1 3/4	Opt.	112	Mal.	St.	St.	2520	Opt.	Yes	B&P.	2	Spec				1		1 3/8	Var.	AW.	SL.	Yes	38
§**Jones**.....**C**	C&T.	4500		S&N.	14†	18	1 1/8	1 3/4	7 1/2	90	Mal.		SS.	8	Al.	No	Roller	2	Shaf	2 1/8	3/4	Plain	2	Cleve.	1 1/4	1 15/16	AW.	Qua.	Yes	
§**Jones**.....**J**	T,B & Tr		5500	S&N.	24	20	1 1/4	1 3/4	8	90	Mal.		SS.	9	Opt.	Yes	Roller	1	Shaf	2 23/32	3/4	Plain	2	Bunt.	1 3/4	2	AW.	SL.	Yes	
Ross.....**200**	C & T.	3000	Var.	C&L.	Var.	18	1	1 3/4	Opt.	80	Mal.	1020	1020		Opt.	Yes	Ball	2	Own	Var.	Var.	Plain		Own	Var.	Var.	Opt.	SL.	Yes	Var.
Ross.....**220**	C, T.	3400	Var.	C&L.	Var.	18	1	1 3/4	Opt.	80	Mal.	1020	1020		Opt.	Yes	Ball	2	Own	Var.	Var.	Plain		Own	Var.	Var.	Opt.	SL.	Yes	Var.
Ross.....**260**	C,T & B.	4000	Var.	C&L.	Var.	18	1	1 3/4	Opt.	70	Mal.	1020	1020		Opt.	Yes	Ball	2	Own	Var.	Var.	Plain		Own	Var.	Var.	Opt.	SL.	Yes	Var.
Ross.....**300**	T & B.	5000	Var.	C&L.	Var.	18	1 1/8	1 3/4	Opt.	80	Mal.	3120	1020		Opt.	Yes	Ball	2	Own	Var.	Var.	Plain		Own	Var.	Var.	Opt.	SL.	Yes	Var.
Ross.....**320**	T & B.	Var.	Var.	C&L.	Var.	22	1 1/8	2 1/4	Opt.	80	Mal.	3120	1020		Opt.	Yes	Ball	2	Own	Var.	Var.	Plain		Own	Var.	Var.	Opt.	SL.	Yes	Var.
Ross.....**360**	T & B.	14000	Var.	C&L.	Var.	22	1 1/4	2 1/4	Opt.	80	Mal.	2512	1020		Opt.	Yes	Ball	2	Own	Var.	Var.	Plain		Own	Var.	Var.	Opt.	SL.	Yes	Var.
Muncie Prod 552535	Cars				9.5		.750				Mal.					Yes	Ball	2	Nice			Plain	2				None		No	15
§**Warner**...**W-17630**	Cars	3100	1200	W&W.	9	17	3/4	1 1/4	4 3/4		Mal.	1020	1020	1020	Al.		Ball	2	Nice	1 5/16	1/2	Plain	2		1	1 1/4	BW.	Qua.	Yes	20 1/2
§**Warner**...**W-17780**	Cars	4100	1600	C&L.	15-12	17	1 1/8	1 3/4	9	80	Mal.	1020	1020	1020	Al.	Yes	Ball		Star			Plain	2	Cleve.	1 1/8	1 1/2	AW.	SL.	Yes	30
§**Wohlrab**.....**1**	C,B,Tr.	5600	2000	S&N.	8†	18	1 1/8	1 3/4	7†	70	SS.		St.	2320	Mal.	Yes	None	0	None	0	0						AW.	Opt.	Yes	38
§**Wohlrab**.....**2**	T & B, Tr.	7800	3000	S&N.	9†	18	1 1/4	1 3/4	8†	70	SS.		St.	2320	Mal.	Yes	None	0	None	0	0						BW.	R-L.	Yes	45
§**Wohlrab**.....**3**	T & B, Tr.	11500	Var.	S&N.	9†	20	1 1/4	2	8†	70	SS.		St.	3135	Mal.	Yes	None	0	None	0	0						BW.	R-L.	Yes	65
§**Wohlrab**.....**4**	T & B, Tr.	15000	Var.	S&N.	10†	22†	1 1/4	2	10	70	SS.		St.	2320	Mal.	Yes	None	0	None	0	0						BW.	Opt.	Yes	85
§**Wohlrab**.....**5**	T & B, Tr.	20000		S&N.	10†	22†	1 1/4	2	12		SS.		St.	2320	Mal.	Yes	None	0	None	0	0						BW.	Opt.	Yes	98

ABBREVIATIONS:
°—Others Also
§—1928 Specifications
†—Varies
Al—Aluminum
AW—Above Wheel
B—Buses
B&P—Ball and Plain
Bro—Bronze
Bunt—Bunting
BW—Below Wheel
G—Cars
Car—Carbon Steel
ChN—Chrome Nickel
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Mal—Malleable
Mgs—Manganese Steel
N-D—New Departure
Nic—Nickel
N&L—Nut and Lever
Opt—Optional
Qua—Quadrant
R-L—Ratchet Levers
RT—Radial and Thrust
Shaf—Shafer
S&N—Screw and Nut
SL—Short Levers
Spec—Special
SpS—Special Steel
SS—Semi Steel
St—Steel
T—Trucks
Tim—Timken
Tr—Tractors
Var—Varies
W&D—Worm and Disk
W&S—Worm and Sector
W&Sh—Worm and Shaft
W&W—Worm and Wheel

American Stock Front Axles

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARINGS TYPE: In Hubs	BEARINGS TYPE: Spindle Thrust	BEARINGS TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.)	MATERIAL: Knuckle Arm (S.A.E. No.)	Transverse Inclination of King Pin (Deg.)	Inclination of Wheel Spindles (Deg.)	Recommended Fore & Aft Inclination (Deg.)	Do Wheels Trail?	TIE ROD: Location	TIE ROD: End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Size (Ins.)	FRONT WHEEL BRAKES: Equipped?	FRONT WHEEL BRAKES: Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight (Complete Without Wheels, Lbs.)	MAKE AND MODEL
Adams 75901	Cars		1035	I-S	2 1/16	1 5/8	Rev. Ell.		Ball	Plain	3130	3130	6°	2°			R A	Ball	8	A A								Adams 75901
Adams 75905	Cars		1035	I-S	2 1/16	1 3/4	Rev. Ell.		Ball	Plain	3130	3130	6°	2°			R A	Ball	8 1/8	A A								Adams 75905
Clark F210	Cars	1400	1035	I-S	2 3/8	1 3/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	9°	1°			R A	Ball	8 1/4	A A	9	30	Stk	Int	15	57 3/8	121	Clark F210
Clark F206 & F208	Trucks	1500	1035	I-S	2 3/8	1 7/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	9	1			R A	Ball	8 1/2	A A	8 1/2	30	Stk	Int	15	56 1/2	125	Clark F206 & F208
Clark F310 & F304	Trucks	2500	1035	I-S	2 3/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	2			R A	Ball	8 1/8	A A	9 7/8	32	Stk	Int	16	60 1/4	180	Clark F310 & F304
Clark F314	Trucks	3500	1035	I-S	2 7/8	2 3/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	2			R A	Ball	8 1/8	A A	10 3/4	34	Stk	Int	16	60 3/4	189	Clark F314
Columbia 1700	Cars	1200	1035	I-S	2 1/16	1 5/8	Rev. Ell.	Roller	Ball	Plain	4130	4130	7	2	2	Yes	R A	Ball	8	A A	8 3/4	30	Stk	Int	12–14	56	95	Columbia 1700
Columbia 5200	Trucks	2600		I-S	2 3/8	1 3/4	Rev. Ell.	Roller	Ball	Plain	4130	4130	7	2	2	Yes	R A	Ball	9	A A	9 1/2	32	Stk	Int	16	58*	130	Columbia 5200
Columbia 5500	Trucks	2800	1035	I-S	2 1/2	1 3/4	Rev. Ell.	Ball	Roller	Plain	4130	4130	7	2		Yes	R A	Ball	9	A A	9 1/2	32	Stk	Int	16	58	245	Columbia 5500
Columbia 3300	Cars	2000	1035	I-S	2 1/4	1 7/8	Rev. Ell.	Ball	Roller	Plain	4130	4130	7	2		Yes	R A	Ball	8	A A	8 3/4	30	Stk	Int	14	56	115	Columbia 3300
Continental 2301	Trucks	Var	1035	I-S	2 1/2	1 3/4	Elliott	Roller	Roller	Plain	3135	3135	0	1 1/2	0	No	R A	Y&P	6 11/16	A A	12	34	N-P	None	None	56	Var	Continental 2301
Continental 2302	Trucks	Var	1035	I-S	2 3/4	2	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y&P	6 5/8	A A	15	36	Opt	Int	17	56*	Var	Continental 2302
Continental 1803	Trucks	Var	1035	I-S	3 5/8	2 1/4	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y&P	7 1/4	A A	14 1/2	36	Opt	Int	17	60*	Var	Continental 1803
Continental 1901	Trucks	Var	1035	I-S	2 3/4	2	Elliott	Roller	Roller	Ball	3135	3135	0	1 1/2	0	No	R A	Y&P	6 5/8	A A	15	36	Opt	Int	17	56*	Var	Continental 1901
Continental 2001, 2005	Trucks	Var	1035	I-S	4°	2 1/2°	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y&P	6 11/16	A A	14°	36°	Opt	Int	20	61 1/2*	Var	Continental 2001, 2005
Eaton 14HB	Cars	Var	1035	I-S	2 3/8	1 3/4	Rev. Ell.	Roller	Plain	Plain	3135	3135	7 1/2	2	0	Yes	R A	Ball	8	A A	9 1/2	32	Stk	Ext	14 3/8	56 1/2	150	Eaton 14HB
Eaton 382-F	Cars	Var	3135	I-S	2 3/8	1 5/8	Rev. Ell.	Roller	Ball	Plain	3135	3135	0	3	0	Yes	R A	Ball	8	A A	9 1/2	32	Stk	Int	14	56	160	Eaton 382-F
Eaton 421-F	Cars	Var	3135	I-S	2 3/8	1 3/4	Rev. Ell.	Roller	Ball	Plain	3135	3135	7	2	0	Yes	R A	Ball	7 1/16	A A	8 3/4	33	Stk	Servo	15 5/8	58 1/4	154	Eaton 421-F
Eaton 502-F	Trucks	1300	1040	I-S	2 1/16	1 1/2	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	Yes	R A	Ball	7 3/4	A A	10 3/8	31	N-P	None	None	56	60	Eaton 502-F
Eaton (Torb) 750F	Trucks	1800	1040	I-S	2 3/8	1 3/4	Elliott	Roller	Plain	Plain	Spec	3135	0	2	0	Yes	R A	Y&P	8	A A	9 7/8	32	N-P	None	None	56	100	Eaton (Torb) 750F
Eaton (Torb) AA 3B	Trucks	2400	1040	I-S	2 1/2	2	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y&P	8 1/8	A A	11	34	N-P	None	None	56	120	Eaton (Torb) AA 3B
Eaton AA 5B; AA 4B	Trucks	2400	1040	I-S	2 5/8	2	Elliott	Roller	Plain	Plain	2330	2335°	0	2	0	Yes	R A	Y&P	10°	A A	6 7/8	34	N-P	None	None	60	125	Eaton AA 5B, AA 4B
Eaton (Torb) CC 3B	Trucks	3000	1040	I-S	2 3/4	2 1/4	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y&P	7 1/16	A A	13 1/16	36	N-P	None	None	56	180	Eaton (Torb) CC 3B
Eaton 423F, 424F	T & B	3000°	1040	I-S	2 5/8	2°	Rev. Ell.	Roller	Roller	Plain	3135	3135	8	1	0	Yes	R A	Ball	6 3/4	A A	11 1/2	34	Stk	Servo	15 3/4	57°	234°	Eaton 423F, 424F
Eaton 6000F	Trucks	7000	1035	I-S	4 1/4	2 3/4	Rev. Ell.	Roller	Ball	Plain	Mol	3135	0	2 1/2	0	Yes	R A	Y&P	10 1/16	A A	5 1/2	34	Stk	Shoe	16 7/8	66 1/8	578	Eaton 6000F
Eaton 54F	Trucks	5000	1040	I-S	3 1/4	2 3/4	Rev. Ell	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7 1/16	A A	11 1/8	36	Stk	Shoe	16	64 1/2	420	Eaton 54F
Eaton 74F	Trucks	7000	1040	I-S	3 3/4	3 1/4	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	9 1/16	A A	12 1/4	36	Stk	Shoe	16	69 1/2	440	Eaton 74F
Eaton 200	Trucks	1500	1040	I-S	2 1/8	1 5/8	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	6 1/2	A A	10 3/4	30	Stk	Shoe	11 11/16	56	128	Eaton 200
Eaton 430	Trucks	3000	1040	I-S	2 5/8	2	Rev. Ell.	Roller	Ball	Plain	Mol	Mol	8	1	0	Yes	R A	Ball	7 1/16	A A	11 1/2	34	Stk	Shoe	15	58 5/8	198	Eaton 430
Eaton 524, 526	Trucks	4000	1040	I-S	3	2 1/2	Rev. Ell.	Roller	Ball	Plain	3135	3135	8	1	0	Yes	R A	Ball	8 1/16	A A	10 11/16	34	Stk	Shoe	16 1/16°	61 1/2°	260°	Eaton 524, 526
Salisbury F	Cars	1700	1040	I-S	2 1/4	1 5/8	Rev. Ell.	Roller	Ball	Plain	5130	5130	7	1 1/2	1	Yes	R A	Ball	7 11/16	A A	10	32	Stk	Opt	14	56	96	Salisbury F
Salisbury J	Cars	1350	1040	I-S	2	1 5/8	Rev. Ell.	Roller	Ball	Plain	5130	1040	7	1 1/2	1	Yes	R A	Ball	8 5/8	A A	9 11/16	30	Stk	Ext	12	56	80	Salisbury J
Salisbury I	C & T	2200	1040	I-S	2 5/8	2 1/8	Rev. Ell.	Roller	Ball	Plain	4140	5130	6	2 1/2	1	Yes	R A	Ball	8 1/4	A A	9 3/4	34	Opt	Ext	15 1/2	56	100	Salisbury I
Salisbury L, M	Cars	1500	1040°	I-S	2 1/16	1 5/8°	Rev. Ell.	Roller	Ball	Plain	4140	4140	7	1 1/2	1	Yes	R A	Ball	8°	A A	10 5/8°	32°	Stk	Int	12	56	97	Salisbury L, M
Salisbury O, P	Cars	1600°	1040	I-S	2 1/16	1 5/8°	Rev. Ell.	Roller	Ball	Plain	4140	4140°	7	1 1/2	1	Yes	R A	Ball		B A			Stk	Int	14°	57 1/2°		Salisbury O, P
Shuler 5410, 350	Trucks	3000	1035	I-S	2 1/2	1 3/4°	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	12°	32°	N-P	N-P	None	56*	130	Shuler 5410, 350
Shuler 510, 610, 715	Trucks	9500	1035	I-S	3 5/8	2 1/8°	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/2°	34	N-P	N-P	None	64 3/4*	315°	Shuler 510, 610, 715
Shuler 710-B	Buses	9500	1035	I-S	3 1/2	2 1/8	Elliott	Ball	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6 1/2	34	N-P	N-P	None	70*	320	Shuler 710-B
Shuler 550	Trucks	4000	1035	I-S	2 3/4	2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	13	34	N-P	N-P	None	58*	185	Shuler 550
Shuler 5550B, 5550	Trucks	4000	1035	I-S	3°	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	12 3/16°	34	N-P	N-P	None	58*	205°	Shuler 5550B, 5550
Shuler 5425, 26, 27	Trucks	2400	1035	I-S	2 3/4	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	16	56 1/4*		Shuler 5425, 26, 27
Shuler 5428,29,30,31,32	Trucks	3000	1035	I-S	2 3/4	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	16	56 3/4*		Shuler 5428,29,30,31,32
Shuler 5531,32,31B,32B	Trucks	3600	1035	I-S	3°	2 1/16°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	16	58*		Shuler 5531,32,31B,32B
Shuler 5570,71,72	T & B	4000	1035	I-S	3	2 1/8	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	18°	58*		Shuler 5570,71,72
Shuler 5570B,71B,72B	T & B	4000	1035	I-S	3 3/16	2 1/4	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	Var		Yes	I-M°	18°	62*		Shuler 5570B,71B,72B
Shuler 5510	Trucks	3600	1035	I-S	3	2 1/8	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	12 3/8	34	N-P	N-P	None	58*	190	Shuler 5510
Shuler 610B, 5510-B	Buses	3600°	1035	I-S	3 1/4°	2 1/4°	Elliott	Roller	Ball°	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	9°	34	N-P	N-P	None	60*	210°	Shuler 610B 5510-B
Shuler 650	Trucks	7500	1035	I-S	2 1/2	2 1/4	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	13 1/2	34	N-P	N-P	None	64 1/2*	290	Shuler 650
Shuler 310, 5400, 5405	Trucks	2400	1035	I-S	2 1/4°	2°	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/4°	34°	N-P	N-P	None	56*	120	Shuler 310, 5400, 5405
Shuler 650-B	Buses	7500	1035	I-S	3 1/2	2 1/2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	6 1/2	34	N-P	N-P	None	64 1/2*	300	Shuler 650-B
Shuler 655	Trucks	7800	1035	I-S	3 5/8	2 3/8	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/2	34	N-P	N-P	None	66 1/2*	310	Shuler 655
Shuler 615	Trucks	5400	1035	I-S	3 5/8	2 3/8	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y&P	Opt	A A	11 1/2	34	N-P	N-P	None	66 1/2*	255	Shuler 615
Timken 11703, 12703	Trucks	2000	1040	I-S	2 1/2	1 7/8	Elliott	Roller	Roller	Plain	3130	3130	7 1/2	1	1	Yes	R A	Ball	7 1/16	A A			Opt	Int		58 11/16°		Timken 11703, 12703
Timken 23000	Cars		1040	I-S	2 9/16	2 3/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1	1/2	Yes	R A	Ball	7 9/16	A A			Opt			57 1/4		Timken 23000
Timken 14703	Trucks		1040	I-S	3	2 1/2	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1 1/2	1°	Yes	R A	Ball	8	A A			Opt	Int		60 3/8		Timken 14703
Timken 16302	Trucks		1040	I-S	3 5/8	2 1/2	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1	Yes	R A	Ball	9	A A			N-P			69 1/2		Timken 16302
Timken 15300	Trucks		1040	I-S	2 3/4	2 1/4	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1°	Yes	R A	Ball	8 1/4	A A			N-P			63		Timken 15300
Timken 15302	Trucks		1040	I-S	2 3/4	2 1/4	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1	Yes	R A	Ball	8	A A			N-P			63		Timken 15302
Timken 17300	Trucks		1040	I-S	4 1/8	2 3/4	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1	Yes	R A	Ball	9 1/2	A A			N-P			71 3/8		Timken 17300
Timken 15733	Trucks		1040	I-S	3	2 1/2	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8 5/8	A A			Opt			61 1/2°		Timken 15733
Timken 16700	Trucks		1040	I-S	3 7/8	2 5/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	8	1	1	Yes	R A	Ball	8 7/16	A A			Opt	Int		64 1/2°		Timken 16700
Timken 16300	Trucks		1040	I-S	3 5/8	2 1/2	Elliott	Roller	Roller	Plain	3130	3130	0	1 1/2	1	Yes	R A	Ball	9	A A			N-P			69 1/2		Timken 16300
Timken 1660	B		1040	I-S	3 7/16	2 3/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1 1/2	1	Yes	R A	Ball	9	A A			Opt	Int		Opt		Timken 1660
Timken 21000	Cars		1040	I-S	2 1/16	1 5/8	Rev. Ell.	Roller	Roller	Plain	3130	3130	7 1/2	1	1/2	Yes	R A	Ball	7 9/16	A A			Opt			57 3/4		Timken 21000
Wisconsin 21, 11	Trucks	2750°	1035	I-S	2 3/4°	1 1/4°	Elliott	Roller	B-P°	Plain	3135	3135	0	2	2	No	R A	Y&P	8°	A A	11	34	N-P	None	None	56°	130°	Wisconsin 21, 11
Wisconsin 30, 50	Trucks	6600°	1035	I-S	4°	2 1/2°	Elliott	Roller	Ball	Plain	3135	3135	0	2	2	No	R A	Y&P	10°	A A	11°	36	N-P	None	None	65	380°	Wisconsin 30, 50
Wisconsin 5200	T & B	5200	2330	Tub	2 7/16		Lemoine	Roller	Roller	Roller	2335	2335	0	0	2	Yes	R A	Y&P	10	A A	8	34	Stk	Int	17	73	420	Wisconsin 5200
Wisconsin-Columbia 7000	T & B	3000	1035	I-S	2 3/4	2	Elliott	Roller	Plain	Plain	2335	2335	0	2	2	No	R A	Y&P	8	A A	10	34	N-P	None	None	56	135	Wisconsin-Columbia 7000
Wisconsin-Columbia 8500	T & B	4000	1035	I-S	3	2	Elliott	Roller	Plain	Plain	2335	2335	0	2	2	No	R A	Y&P	9	A A	10	34	N-P	None	None	58	175	Wisconsin-Columbia 8500

ABBREVIATIONS:
*—Dimensions Optional
°—Also Others
AA—Above Axle
ASt—Alloy Steel
B—Buses
B-P—Ball or Plain
B-R—Ball or Roller.
C—Cars
E-H—External Hydraulic
Ext—External
H—Hydraulic
IA—Internal Air Operated
I-M—Internal Mechanical
Int—Internal
I-S—"I" Section
Mol—Molybdenum
N-P—No Provision
Opt—Optional
R A—Rear of Axle
Rev. Ell.—Reverse Elliott
Spec—Special
Stk—Standard Equipment
T—Trucks
Tub—Tubular
Var—Variable
Y&P—Yoke and Pin

American Stock Clutches

MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (Ins.)	DIAMETER OF FACING		No. of Driving Members	No. of Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVE TAKEN BY		Means of Adjustment	Is Clutch Brake Provided	Bell Housing (S.A.E.) (Nos.)	Weight (Lbs.)
						Maximum (Ins.)	Minimum (Ins.)					Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage			From Flywheel to Driving Members of Clutch	Fr'm Driv'g Memb's of Clutch to Driving Shaft of Clutch				
Borg & Beck.....FGX	T & B.....	200	S P...	Wo...	4.78	11.87	7.25	2	1	Steel..	1	275	2200	31.6	300	13⅜	Ann B..	Pins...	Splines.	S C P.	Yes..	1, 2, 3...	37
Borg & Beck.....RGS	T & B.....	200	S P...	Wo...	4.78	11.87	7.25	2	1	Cast I.	1	275	2200	31.6	300	13⅜	Ball T..	Pins...	Splines.	S C P.	Yes..	None....	52
Borg & Beck.....11 QL	C & T.....	180	S P...	Wo...	4.40	10.87	6.75	2	1	Steel..	1	300	1500	27.0	300	11¼	Plain...	Pins...	Splines.	S C P.	No...	None....	22⅝
Borg & Beck.....FJX	T & B.....	300	S P...	Wo...	5.40	13.87	7.75	2	1	Steel..	1	275	2200	21.0	300	15½	Ann B..	Keys...	Splines.	S C P.	Yes..	1, 2.....	54½
Borg & Beck.....8Q	Cars.....	90	S P...	Wo...	3 25	7.87	5.12	2	1	Steel..	1	250	900	32	275	8¼	Opt....	Pins...	Splines.	S C P.	No...	.....	12⅝
Borg & Beck.....9Q, 9QL	Cars.....	125	S P...	Wo...	3.75	8.87	6.12	2	1	Steel..	1	275	1100	34	300	9¾	Opt....	Pins...	Splines.	S C P.	No...	.....	13⅝
Borg & Beck...10Q, 10QL	Cars.....	155	S P...	Wo...	4.15	9.87	6.75	2	1	Steel..	1	275	1300	33	300	10¼	Opt....	Pins...	Splines.	S C P.	No...	.....	17¾°
Borg & Beck10QD, 10QLD	Cars.....	155	S P...	Wo...	4.15	9.87	6.75	2	1	Steel	1	275	1300	33	300	10¼	Opt....	Pins...	Splines.	S C P.	No...	.....	19
Borg & Beck.....11Q	.....	180	S P...	Wo...	4.40	10.87	6.75	2	1	Steel..	1	300	1500	27	330	11¼	Opt....	Pins...	Splines	S C P.	No...	.....	22⅝
Borg & Beck.....9R	Cars.....	125	S P	Mo	.....	8.87	6.12	2	1	Steel..	9	1100	1100	34	275	10⅞	Opt....	Pins...	Splines.	None..	No...	.....	13¾
Borg & Beck.....9RD	Cars.....	125	S P ..	Mo...	.....	8.87	6.12	2	1	Steel..	6	1100	1100	34	275	11¼	Opt....	Pins...	Splines.	None..	No...	.....	16¼
Borg & Beck..10QWD, 10-QLWD.	C, T.....	170	S P...	Mo...	.....	9.87	6.12	2	1	Steel..	1	275	1300	29	300	10¼	Opt....	Pins...	Splines.	S C P.	No...	.....	20⅛
Borg & Beck.....10R	Cars.....	170	S P...	Mo...	.....	9.87	6.12	2	1	Steel..	9	1300	1300	29	300	11⅛	.....	Pins...	Splines.	None..	No...	.....	19
Borg & Beck.....18-X	B, Tr.....	750	S P...	Mo...	.....	17.75	8.25	2	1	Steel..	1	600	4680	25	650	19¾	Ann B..	Pins...	Splines.	S C P.	Yes..	.....	149
Brown-Lipe.....65	T & B, Tr..	Var...	M D..	Mo...	3.87	9.25	6.25	13	13	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¾	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1, 2, 3...	Var...
Brown-Lipe.....70	T & B, Tr...	Var...	M D..	Mo...	3.87	9.25	6.25	14	14	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¾	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1, 2, 3...	Var...
Brown-Lipe.....20	C & T.....	Var...	M D..	Wo...	3.65	8.45	6.25	3	3	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes.	3, 4.....	Var...
Brown-Lipe.....30	C & T.....	Var...	M D..	Wo...	3.65	8.43	6.25	4	4	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3, 4...	Var...
Brown-Lipe.....35	C, T, B Tr..	Var...	M D..	Wo...	3.65	8.43	6.25	5	5	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3, 4...	Var...
Brown-Lipe.....50	C, T, B Tr...	Var...	M D..	Wo...	3.65	8.43	6.25	6	6	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3.....	Var...
Brown-Lipe.....55	T, B, Tr.....	Var...	M D..	Wo...	3.65	8.43	6.25	7	7	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1, 2, 3...	Var...
Brown-Lipe.....61	C, T & B....	Var...	M D..	Mo...	3.87	9.25	6.25	10	10	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¾	Ball T..	Gear T.	Keys...	Sp B..	Yes.	2, 3.....	Var...
Brown-Lipe.....60	T, B & Tr...	Var...	M D..	Wo...	3.65	8.43	6.25	8	8	Steel..	2	Opt...	Opt...	Opt...	Opt...	9¼	Ball T..	Gear T.	Keys...	Sp B..	Yes.	1. 2. 3...	Var...
Brown-Lipe.....10	C, T.....	135	S P...	Wo...	4.15	9.87	6.75	1	1	Cast I.	1	180	1260	30	180	11¼	Ball T..	Studs.	Splines.	ThR..	Yes.	3, 4, 5...	27½
Brown-Lipe.....12	C, T.....	167	S P...	Wo...	.....	11.87	7.25	1	1	Cast I.	1	200	1400	20	200	13⅜	Ball T..	Studs...	Splines.	ThR..	Yes.	.....	41
Brown-Lipe.....14	T, B, Tr.....	330	S P...	Wo...	.....	13.75	7.37	1	1	Cast I.	2	420	2940	28	420	15½	Ball T..	Studs...	Splines.	ThR..	Yes.	.....	64
Cotta Gear.....8	T, Tr.....	Var...	M D..	Wo...	3.78	9.00	6.12	8	9	Steel..	1	700	700	20.5	700	11½	Ann B..	Gear T.	Splines.	ThR..	No...	Opt.....	73
Cotta Gear.....4	T & Tr.....	Var...	M D..	Wo...	3.88	9.00	6.12	4	5	Steel..	1	700	700	20.5	700	11½	Ann B..	Splines.	Splines.	Sp B..	No...	.....	50
Covert.....JUC	C, & TB	150	M D..	Mo...	3.68	8.25	8.25	5	6	.....	3	375	Var...	Var...	Var...	11½	Ann B..	Gear T.	Gear T.	Sp B..	Yes.	1, 2, 3, 4	Var...
Covert.....DC-9	T & B.....	280	M D..	Mo...	3.68	8.25	8.25	9	10	.....	3	342	Var...	Var...	Var...	11¾	Ann B..	Gear T.	Gear T.	Sp B..	Yes.	1, 2, 3...	Var...
Detlaff.....JA	Cars.....	110	M D..	Wo...	2.68	7.87	5.43	3	2	Steel..	3	300	300	1.9	300	10	Ann B..	Pins...	Pins...	Sp B..	Yes.	3, 4, 5...	15
Detlaff.....M	Cars.....	200	M D..	Wo...	3.71	8.37	6.50	4	4	Steel..	4	360	360	2.05	360	11½	Ball T..	Gear T.	Gear T.	None..	No...	1,2,3,4,5.	30
Detlaff.....D & H	C, T, B & Tr.	500	M D..	Wo...	3.71	8.37	6.50	9*	9*	Steel..	3	500	500	Var...	500	11½	Ann B..	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3...	55
Fuller.....1-SC-10	T, B & Tr...	Var...	M D..	Wo...	3.50	8.16	5.87	5	4	Steel..	1	550	550	Var...	550	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	83
Fuller.....1-SC-12	T, B & Tr...	Var...	M D..	Wo...	3.50	8.16	5.87	6	5	Steel..	1	550	550	Var...	550	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	87
Fuller.....1-SC-14	T, B & Tr...	Var...	M D..	Wo...	3.50	8.16	5.87	7	6	Steel..	1	550	550	Var.	550	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	89
Fuller.....1-SC-16	T, B & Tr...	Var...	M D..	Wo...	3.50	8.16	5.87	8	7	Steel..	1	550	550	Var...	550	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	93
Fuller.....1-SC-16	Buses.....	Var...	M D..	Mo...	3.50	8.16	5.87	8	7	Steel..	1	350	350	Var...	350	.....	Ann B..	Gear T.	Pins...	None..	No...	1,2,3,4,5.	75
Fuller.....1SC-12-10	T, B & Tr....	.....	M D..	Wo...	4.15	9.87	6.75	6	5	Cl&S.	1	725	725	17.0	725	.....	Ann B..	Gear T.	Pins...	None..	No...	1, 2, 3,..	90
Hillard.....XDG	T, B, Tr....	400	M D..	Wo...	5.00	10.68	6.87	2	2	Steel..	1	375	1875	12.0	375	13⅝	Ann B..	Gear T.	Gear T.	S C P.	Yes.	2, 3.....	62
Hillard.....S-6	T, B, Tr....	500	M D..	Wo...	5.00	12.00	8.00	3	3	Steel..	1	375	1875	16.0	375	15½	Ann B..	Gear T.	Gear T.	S C P.	Yes.	Opt.....	117
Hillard.....S-8	T, B, Tr....	625	M D..	Wo...	5.00	12.00	8.00	4	4	Steel..	1	375	1875	23.0	375	15½	Ann B..	Gear T.	Gear T.	S C P.	Yes.	None....	124
Jones.....CX 8½	Cars.....	Var...	S P...	Wo...	3.34	8.5	4.87	1	1	Cast I.	12	Var...	Var...	18.2	170	10	Ann B..	Studs..	Splines.	None..	No...	4, 5.....	17
Jones.....CX 10	C, T & B....	Var...	S P...	Wo...	3.93	9.87	5.87	1	1	Cast I.	12	Var...	Var...	19.4	160	11¼	Ann B..	Studs..	.....	None..	No...	3, 4, 5...	20
Jones.....CX 11	C, T & B....	Var...	S P...	Wo...	4.30	10.87	6.37	1	1	Cast I.	12	Var...	Var...	16.7	170	12¼	Ann B..	Studs..	.....	None..	No...	3, 4.....	25
Jones.....CX-12	C, T & B....	Var...	S P...	Wo...	4.69	11.87	6.87	1	1	Cast I.	12	Var...	Var...	14.7	270	13¾	Ann B..	Studs..	Splines.	None..	No...	2, 3.....	28
Jones.....C12D	T & B.....	Var...	M D..	Wo...	4.87	12	7.50	2	2	Cast I.	12	Var...	Var...	14.7	270	14	Ann B..	Studs..	Splines.	None..	No...	2, 1.....	60
Jones.....C10 D	C, T & B....	.....	M D..	Wo...	4.19	10	6.75	3	2	Cast I.	6	Var...	Var...	19.6	210	11.5	Ann B..	.....	Splines.	None..	No...	3, 4.....	31
Jones.....16	.....	219	S P...	Wo...	.....	9.87	6.37	1	1	Cast I.	12	1080	1080	24.2	265	11⅜	Ball T..	Pins...	Splines.	S C P.	No...	Opt.....	.....
Jones.....17	.....	224	S P...	Wo...	.....	9.87	6.75	1	1	Cast I.	12	1080	1080	26.5	265	11½	Ball T..	Pins...	Splines.	S C P.	No...	Opt.....	27
Jones.....8	Cars.....	334	MD...	Wo...	.....	8.12	4.62	3	2	Cast I.	12	1080	1080	30.7	463	9¾	Ann B..	Gear T.	Splines.	None..	No...	Opt.....	25
Jones.....82	Trucks.....	478	MD...	Wo...	.....	8.12	4.62	3	2	Cast I.	24	1500	1500	42.8	643	9¾	Ann B..	Gear T.	Splines.	None..	No...	Opt.....	27
Long.....9-C	Cars.....	150	S P...	Mo...	4.00	9.75	6.25	2	1	Steel..	9	Var...	Var...	Var...	Var..	.....	Ball T..	Rim...	Splines.	None..	No...	3, 4, 5...	14.5
Long.....8F	Cars.....	120	S P...	Mo...	3.62	8.75	5.75	2	1	Steel..	12	Var...	Var...	Var...	Var...	.....	Ball T..	Rim...	Splines.	None..	No...	.....	12
Long.....28A	C, T, B.....	225	M D..	Mo...	3.62	8.75	5.75	3	2	Steel..	12	Var...	Var...	Var...	Var...	.....	Ball T..	Studs..	Splines.	None..	No...	.....	27
Long.....9A	C, T, B.....	175	S P...	Mo...	3.81	9.75	5.50	2	1	Steel..	12	Var...	Var...	Var...	Var...	.....	Ball T..	Studs..	Splines.	None..	No...	.....	19.5
Long.....29A	C, T, B.....	275	M D..	Mo...	4.00	9.75	6.25	3	2	Steel..	6	Var...	Var...	Var...	Var...	.....	Ball T..	Studs..	Splines.	None..	No...	.....	32
Long.....11A	C, T, B.....	225	S P...	Mo...	4.37	11.00	6.50	2	1	Steel..	12	Var.	Var...	Var...	Var...	.....	Ball T..	Studs..	Splines.	None..	No...	.....	23.5
Long.....31A	C, T, B.....	375	M D..	Mo...	4.37	11.00	6.50	3	2	Steel..	12	Var...	Var...	Var...	Var...	.....	Ball T..	Studs..	Splines.	None..	No...	.....	39
Long.....9AB	C, T.....	175	S P...	Mo...	.....	9.75	5.50	2	1	Steel..	12	Var...	Var...	Var...	Var...	11⅜	Ball T..	Rim...	Splines.	None..	No...	5.....	18
Merchant & Evans...8US	Cars.....	1500	S P...	Wo...	3.31	7.87	5.37	2	1	Cast I.	6	1200	1200	46.0	185	9¼	Ball T..	Pins...	Splines.	Step R	No...	1, 6.....	14
Merchant & Evans...12US	C, T & B....	2500	S P...	Wo...	5.00	11.87	8.25	2	1	Cast I.	6	1200	1200	21.0	150	13⅜	Ball T..	Pins...	Splines.	Step R	No...	1, 2, 3, 4.	22
Merchant & Evans...12UD	C, T & B....	3500	M D..	Wo...	4 87	11.18	7.18	3	2	Cast I.	6	1200	1200	21.0	150	13⅜	Ball T..	Pins...	Splines.	Step R	No...	1, 2, 3, 4.	24
Merchant & Evans...10US	C, T & Tr...	2000	S P...	Wo...	4.15	9.87	6.75	2	1	Cast I.	6	1200	1200	29.0	150	11¼	Ball T..	Pins...	Splines.	Step R	No...	1, 2, 3, 4.	18
M. & E. (Hele & Shaw)...	C, B & Tr...	2500*	M O..	None..	Var..	Var...	Var...	12*	11*	Steel..	1	300*	300*	48.0*	300*	10½*	Ann B..	Splines	Splines.	None..	Yes.	None....	Var...
†Rockford.....9C-1	C,T,B&Tr...	150	S P...	Mo...	3.71	8.87	6.00	2	1	Al St..	6	930	930	26.7	204	10⅞	Ball T..	Pins...	Splines.	S C P.	No...	2,3,4,5...	.....
†Rockford.....10II, 10II-1	C,T,B&Tr...	150	S P...	Mo...	4.18	9.87	6.87	2	1	Al St..	6	1020	1020	29.9	215	11⅞	Ball T..	Pins...	Splines.	S C P.	No...	2,3,4,5...	.....
†Rockford.....9II, 9II-1	C,T,B&Tr...	100	S P...	Mo...	3.71	8.87	6.00	2	1	Al St..	6	930	930	26.7	204	10⅞	Ball T..	Pins...	Splines.	S C P.	No...	2,3,4,5...	.....
Spicer.....9½"	Cars.....	Var.	S P...	Mo...	4.00	9.50	6.50	1	1	Steel..	..	Var...	Var...	Var..	Var...	10⅞	Ball T..	Keys..	Integral	Sp B..	No...	.....	21½
Yellow.....YZ	Buses.....	350	S P...	Wo...	5.41	14.25	7.37	2	1	Steel..	20	2200	2200	19 0	418	17.25	Ball T..	Studs	Splines.	Nuts..	No...	No.....	76
Yellow.....W	Buses.....	236	MD...	Wo...	.....	8.37	6.25	6	7	Steel..	1	450	450	1.65	450	13⅛	Ann B..	Gear T.	Keys...	Nuts..	No...	.....	.....

ABBREVIATIONS:
†—1928 Specifications.
°—Slightly higher for QL.
*—Varies According to Load.
AlSt—Alloy Steel.
Ann B—Annular Ball.
Ball T—Ball Thrust.
B—Buses.
C—Cars.
Cast I—Cast Iron.
Cl&S—Cast Iron and Steel.
Gear T—Gear Teeth.
Lea—Leather.
MD—Multiple Dry Disc.
MO—Multiple Disc in Oil.
Mo—Molded Composition.
Opt—Optional.
SCL—Screws in Clutch Levers.
SCP—Screws on Cover Plate.
Self A—Self Adjusting.
Step R—Stepped Ring.
SP—Single Plate.
Sp B—Spring Bolts.
T—Trucks.
Tr—Tractors.
Th R—Threaded Ring.
Var—Varies.
Wo—Woven Fabric.

Airplanes of the World

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seating Capacity and No. of Passengers	POWER PLANT				PERFORMANCE			OVERALL		WING DIMENSIONS						MATERIAL					WEIGHTS	
					Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb in First Minute (Ft.)	Length (Ft. Ins.)	Height (Ft. Ins.)	Span		Chord		Area (Sq. Ft.)	Stagger (Ins.)	Wings			Fuselage		Loaded (Lbs.)	Net Pay Load (Lbs.)
														Upper (Ft. Ins.)	Lower (Ft. Ins.)	Upper (Ft. Ins.)	Lower (Ft. Ins.)			Ribs	Spars	Covering	Structure	Covering		
AMERICAN																										
Aeromarine Klemm	Tr.Mo.	Land.	El.Tr,Pa.	2-1	1-Salmson AD 9	40	A-Rad.	2000	85	35	275	23-3	6-4		40-2		6-7	210		Wd.	Wd.	W&F	Wd.	Wd.	1430	
Aeromarine Klemm	Tr.Mo.	Seap.	Sp.,Ae.Ad.	2-1	1-Salmson AD 9	40	A-Rad.	2000	80	35	250	23-3	6-4		40-2		6-7	210		Wd.	Wd.	W&F	Wd.	Wd.	1430	
Alco T2	Tr.Mo.	Land.	El.Tr.	2-1	1-LeBlond	60	A-Rad.	1800	100	42	550	18-3	5-9	26-0		5-0		125		Wd.	Wd.	Fab.	St-T	Fab.	900	330
Alexander Eaglerock A1	Tr.Bi.	Land°		3-2	1-Wright J5	200	A-Rad.	1700	130	39	1080	23-10⅞	9-10	36-8	36-8	5	5	330	10	Wd.	Wd.	Fab.	St-T	Fab.	2491	340
Alexander Eaglerock A2	Tr.Bi.	Land°		3-2	1-Curtiss OX5	90	W-Ver.	1450	100	38	460	24-11	9-10	36-8	36-8	5	5	330	10	Wd.	Wd.	Fab.	St-T	Fab.	2442	340
Alexander Eaglerock A3	Tr.Bi.	Land°		3-2	1-Hispano A	150	W-Vee.	1500	114.2	40	720	24-9½	9-10	36-8	36-8	5	5	330	10	Wd.	Wd.	Fab.	St-T	Fab.	2618	340
Alexander Eaglerock A4	Tr.Bi.	Land°		3-2	1-Hispano E	180	W-Vee.	1750	121.4	40	840	24-9½	9-10	36-8	36-8	5	5	330	10	Wd.	Wd.	Fab.	St-T	Fab.	2618	340
American Eagle A-129	Tr.Bi.	Land.	El.Tr°	3-2	1-Optional							24	8-4	30-	30-	5-2½	5-2½	300		LaWd.	Wd.	Fab.	St-T	Fab.	2041	Var
American Eagle A-229	Tr.Bi.	Land.	El.Tr°	2-	1-Optional							12-24	8-4	30-	30-	5-2½	5-2½	300	18	LaWd.	Wd.	Fab.	St-T	Fab.	2000	Var
American Eagle A-329	Tr.Mo.	Land.	Mail°	3-2	1-Optional					45		24	8-	34-		Taper				LaWd.	Wd.	Fab.	St-T	Fab.	2000	Var
American Eagle A-429	Tr.Bi.	Land.	Sport	2-1	1-Optional		A-Rad.	1800		30		19-7	7-9	27-11	24-11	4-3	4-3	168	None.	LaWd.	Wd.	Fab.	St-T	Fab.	1000	150
Aristocrat 3A	Tr.Mo.	Land°	Comm		1-Warner Scarab	110	A-Rad.	1850	112	33	650	25-6	8-2	36-6		6-6		225	None.	Wd.	Wd.	Fab.	St-T	Fab.	800	500
Bach Air Transport	Tr.Mo.	Land.	Pa.	10-8	3-	700	A-Rad.	1650	150	45	1000	36-10	9-3	52-5		11-7		408		Wd.	Wd.	W&F	Wd.	W&F	6500	2000
Bellanca CH	Tr.Mo.	Land°	Pa.	6-5	1-Wright J5	200	A-Rad.	1800	128	46	850	27-4	8-	46-4	9-3	6-7	13-½	273		Wd.	Wd.	Fab.	St-T	Fab.	5134	2229
Berliner CM4	Tr.Mo.	Land.	Pa,Sp°	3-2	1-Curtiss OX5	90	W-Vee.	1450	105	41	470	25-10	8-	36-		6-3		219		Wd.	Wd.	Fab.	St-T	Al&Fab.	2300	
Berliner CM5	Tr.Mo.	Land.	Pa,Sp°	3-2	1-Wright J5	200	A-Rad.	1800	136	44		25-	8-	36-		6-3		219		Wd.	Wd.	Fab.	St-T	Al&Fab.	2700	
Berliner CM6	Tr.Mo.	Land.	Pa,Sp°	3-2	1-Warner Scarab. 110	110	A-Rad.	1800	115			27-	8-	36-		6-3		219		Wd.	Wd.	Fab.	St-T	Al&Fab.	2300	
Boeing 40-A	Tr.Bi.		Mail,Pa.	3-2	1-Pr&Whit. Wasp	400	A-Rad.	1900	129	57	800	33-4	11-8½	44-4¼	44-4¼	6-7	6-7	545	None.	Wd.	Wd.	Fab.	St-T	Fab.	6000	1579
Boeing 40-B	Tr.Bi.		Mail,Pa.	3-2	1-Pr&Whit. Hornet	500	A-Rad.	1900	132	57	800	33-4	11-8½	44-4¼	44-4¼	6-7	6-7	545	None.	Wd.	Wd.	Fab.	St-T	Fab.	6079	1428
Boeing 40-C	Tr.Bi.		Mail,Pa.	5-4	1-Pr&Whit. Wasp	400	A-Rad.	1900	129	57	800	33-4	11-8½	44-4¼	44-4¼	6-7	6-7	545	None.	Wd.	Wd.	Fab.	St-T	Fab.	6075	1445
Boeing 95	Tr.Bi.		Mail		1-Pr&Whit. Hornet	500	A-Rad.	1900	140	53	1025	31-11	12-1	44-3	39-6	7-2	5-6	490		Wd.	Wd.	Fab.	A-M.	Fab.	5368	1211
Boeing B-1E		Fl.Bt.	Pa.	6-5	1-Pr&Whit. Wasp	400	A-Rad.	1900	115	55	1000	32-6	12-	39-8	39-6	6-7	6-7	470	None.	Wd.	Wd.	Fab.	Wd.	Wd.	4550	750
Boeing 80-A	Tr.Bi°		Mail,Pa.	20-18	3-Pr& Whit. Wasp	1200	A-Rad.	1900	135	55	800	55	14-3	80-	65-8	10	7	1220		A-M.	A-M.	Fab.	St-T	Wd.	16500	4650
Boeing 80-A	Tr-Mo°		Mail,Pa.	20-18	3-Pr&Whit. Hornet	1500	A-Rad.	1900	135	55	800	55	14-3	80	65-8	10	7	1220		A-M.	A-M.	Fab.	St-T	Wd.	16500	4650
Bourdon Kitty Hawk	Tr.Bi.	Land.	Pa.	3-2	1-Siemens-H		A-Rad.	1750	112	38	600	21-11	8-6½	28	28	4-6	4-6	233	16	Wd.	Wd.	Fab.	St-T	Fab.		340
Capital Air Trainer	Tr.Mo.	Land.	El.Tr.	2-1	1-LeBlond 60	60	A-Rad.	1800	100	35	800	24-	7-8	34-		5-8		190	None.	Wd.	Wd.	Fab.	St-T	Fab.	1275	200
Cavalier	Tr.Mo.	Land.	Sp.	2-1	5-Velie	62	A	2000	105	38	800	19-8	6-3	31-6		5-1		157		La-Wd.	Wd.	Fab.	St-T	Fab.	1355	380
Cessna AW	Tr.Mo.	Land.	Pa.	4-	1-Warner Scarab	110	A-Rad.	1850	125	42	700	24-8½	7	43-6		7-8½		240		Wd.	Wd.	Fab.	St-T	Fab.	2260	565
Cessna AA	Tr.Mo.	Land.	Pa.	4-	1-Anzani	120	A-Rad.	1600	125	45	700	24-8½	7	40-6		7-8½		240		Wd.	Wd.	Fab.	St-T	Fab.	2260	500
Cessna BW-5	Tr.Mo.	Land.	Pa.	4-	1-Wright J5	200	A-Rad.	1800	150	48	1000	24-8½	7	40-6		7-8½		240		Wd.	Wd.	Fab.	St-T	Fab.	2600	540
Command-Aire 3-C-3	Tr.Bi.	Land.	El.Tr°	3-2	1-Curtiss OX-5	90	W-Vee.	1450	104	32	250	24-6	8-4	31-6	31-6	5-	5-	303	9	Wd.	Wd.	Fab.	A-M.	Fab.	2200	800
Consolidated 14	Tr.Bi.	Land.	El.Tr.	2-1	1-Warner	110	A-Rad.	1850	113.5	44	930	20-9	7-10	28	28	45	45	195	23	Al	Wd.	Fab.	St-T	Fab.	1675	372
Consolidated PT-1	Tr.Bi.	Land.	El.Tr.	2-1	1-Wright E	180	W	1780	993	49	632	28-8½	11-7	34-5¾	34-5¾	4-6	4-6	282	24	Wd.	Wd.	Fab.	St-T	Fab.	2550	307
Consolidated PT-3	Tr.Bi.	Land.	El.Tr.	2-1	1-Wright J5	220	A-Rad.	1800	105.5	46	765	27-10	9-10	34-5½	34-5½	4-8⅛	4-8⅛	296	24	Wd.	Wd.	Fab.	St-T	Fab.	2445	260
Consolidated O-17	Tr.Bi.	Land.	Adv.Tr.	2-1	1-Wright J5	220	A-Rad.	1800	117.4	49	865	27-7	9-2	34-5¾	34-5¾	4-8	4-8	296	24	Wd.	Wd.	Fab.	St-T	Fab.	2729	373
Consolidated NY-1	Tr.Bi.	Land.	El,Tr.	2-1	1-Wright J5	220	A-Rad.	1800	105	48	720	31-4½	1-9	34-5¾	34-5¾	4-6	4-6	282	24	Wd.	Wd.	Fab.	St-T	Fab.	2550	312
Consolidated NY-2	Tr.Bi.	Seap.	El.Tr.	2-1	1-Wright J5	220	A-Rad.	1800	96	44	650	31¼	11-10	40-	40-	5	5	370	28	Wd.	Wd.	Fab.	St-T	Fab.	2740	261
Consolidated 10	Tr.Mo.	Land.	Pa.	6-5	1-Wright J5	220	A-Rad.	1800	125	55	700	29-9	8-3½	45-		6-9		272		Wd.	Wd.	Fab.	St-T	Fab.	3350	704
Curtiss Hawk P-1B	Tr.Bi.	Land.	Fi.Sc.	1-	1-Curtiss D-12	435	W-Vee.	2300	159.6	57	1540	22-7½	8-8½	31-6		5-2	4-1	252	38.5	Wd.	Wd.	Fab.	St-T	Fab.	2952	
Curtiss Falcon O-1B	Tr.Bi.	Land.	Fi.Sc.	2-1	1-Curtiss D-12	435	W-Vee.	2300	143	60	1050	27-7	10-3	38		5-10	4-6	351	43.5	Wd.	Wd.	Fab.	Dur.	Fab.	4280	
Curtiss Condor XB-2	Tr.Bi.	Land.	NFB.	5-3	2-Curtiss Y-1550	1200	W-Vee.	1200	130	55.4	865	47-5½	16-6	90		9'	9	1500		Met.	Met.	Fab.	St-T	Fab.	16331	
Curtiss Seahawk F7C-1	Tr.Bi.	Land.	De.Fl.	1-	1-Pr.&Whi. Wasp	430	A-Rad.	1950	155	56.6	2150	22-1⅞	9-7¾	33-8		5-3	4-3	275.6	45.5	Wd.	Wd.	Fab.	Dur.	Fab.	7890	
Curtiss-Robertson Robin	Tr.Mo.	Land.	Pa.	3-2	1-Curtiss OX5	90	W-Vee	1400	101	46	400	25-9	7-10	41		6-0		245		Al	Wd.	Fab.	St-T	Fab.	728	340
Curtiss-Robertsen Challenger	Tr.Mo.	Land.	Pa.	3-2	1-Curtiss Challenger	170	A-Rad.	1800	118	47	800	25-1	7-10	41		6-0		245		Al	Wd.	Fab.	St-T	Fab.	728	340
Douglas 02H	Tr.Bi.	Land.	Recon°	2-	1-Liberty 12	420	W-Vee.	1700	135	58	1075	30	10-10	40	38-6	5	5	361	22	Wd.	Wd.	Fab.	St-T	Fab.	5081	
Douglas T2D-1	Tr.Bi.	Land°	To.Ca°	3-	2-Wright R1750	1000	A-Rad.	1800				45	14-8	57	57	8-6	8-6	886		Al	Al	Fab.	Al	Fab.	10541	
Douglas DA-1	Tr.Mo.	Land.	Sp.	3-2	1-Wright J5	200	A-Rad.	1800	132	54	960	22-6	9-5	40		6-6		250		Wd.	Wd	LaWd.	St-T	Fab.	2600	
Dragon Fly NF21	Tr.Mo.	Land°	Sp.	2-1	1-Velie	60	A-Rad.	1800	108	35	725	23-2	7-6	36	4	6		201		Wd.	Wd.	Fab.	St-T	Fab.	1350	330
Driggs Skylark	Tr.Bi.	Land.	Sp,Tr.	2-1	1-Morehouse	60	A-					19-	6½													
Fairchild FC-2	Tr.Mo.	Land.	Pa,Ma,Pho.	5-4	1-Wright Whirlwind	200	A-Rad.	1850	120	54	610	30-11	9-	44		7		290		Wd.	Wd.	Fab.	St-T	Fab.	3600	674
Fairchild FC-2	Tr-Mo.	Seap.	Pa,Ma,Pho.	5-4	1-Wright Whirlwind	200	A-Rad.	1850	107	57	565	32-7	11-3	44		7		290		Wd.	Wd.	Fab.	St-T	Fab.	4000	800
Fairchild FC-2W2	Tr.Mo.	Land.	Pa,Ma,Pho.	5-4	1-Wasp	410	A-Rad.	1900	140	55	1050	32-10	9-4	50		7		332		Wd.	Wd.	Fab.	St-T	Fab.	5500	1477
Fairchild FC-2W2	Tr.Mo.	Seap.	Pa,Ma,Pho.	5-4	1-Wasp	410	A-Rad.	1900	125	58	900	37-2	11-7	50		7		332		Wd.	Wd.	Fab.	St-T	Fab.	5500	1129
Fairchild 21	Tr.Mo.	Land.	Pa,El.Tr,Sp.	2-1	1-Genet	80	A-Rad.	2200	105	38		21-6	7-5		28-3		6	140		Wd.	Wd.	Fab.	St-T	Fab.	1250	200
Fairchild 41	Tr.Mo.	Land.	Pa,El.Tr,Sp.	4-3	1-Wright Whirlwind	200	A-Rad.	1850	130	52		24-7	7-8	36		6		200		Wd.	Wd.	Fab.	St-T	Fab.	3200	650
Fairchild 71	Tr.Mo.	Land.	Pa,Pho,Ma.	7-6	1-Wasp	410	A-Rad.	1900	145	55	1050	32-10	9-4	50		7		332		Wd.	Wd.	Fab.	St-T	Fab.	5649	1328

Fairchild	**FB-2**	Pu.Mo.	Fl.Bt.	Pa,Fr	5-4	1-Wasp	410	A-Rad.	1900	130	62	600	36-0	10-4	48		7		320		Wd.	Wd.	Fab.		Met.	5300	1100
Federal	**CM-1**	Tr.Mo.	Land.	Pa,Fr.Mail	5-4	1-Wright Whirlwind	200	A-Rad.	1800	135	50	800	28	8-6	37		Taper.	Taper.	262		St-T	St-T	Fab.	St-T	Fab.	1000	3500
Federal	**CM-3**	Tr.Mo.	Land.	Pa,Fr.Mail	3-2	1-Hallet H-526	130	A-Rad.	1800	115	38	700	25-9	7-10	39-10		7		260		St-T	St-T	Fab.	St-T	Fab.	2300	500
Fokker & Atlantic	**St'd Uni.**	Tr.Mo.	Land°.	Mail°	5-4	1-	320	A-Rad.	1800	116	40	660	33	9	47-9		8-5		341		LaWd.	LaWd.	Ply-Wd.	St-T	Fab.	4000	700
Fokker & Atlantic	**Super Uni.**	Tr.Mo.	Land°.	Mail°	8-6		410	A-Rad.	1900	138.5	50	915	36-7	9-5	50-8		10		387		LaWd.	LaWd.	Ply-Wd.	St-T	Fab.	5050	1150
Fokker & Atlantic	**F-VII**	Tr.Mo.	Land.	Mail°	10-8	3-	660	A-Rad.	1800	119	50		49-2	12-5	53-3		12-6		628		LaWd.	LaWd.	Ply-Wd.	St-T	Fab.	9000	2000
Fokker & Atlantic	**C-2A**	Tr.Mo.	Land.	Mail°	10-8	3-	660	A-Rad.	1800	116	50		49-1	12-7	72-10		12-6		746		LaWd.	LaWd.	Ply-Wd	St-T	Fab.	10200	2120
Fokker & Atlantic	**F-X**	Tr.Mo.	Land.	Mail°	14-12	3-	1230	A-Rad.	1900	149	55	1240	50	12-5	79-2		14-2		854		LaWd.	LaWd.	Ply-Wd.	St-T	Fab.	12500	2680
Ford	**4AT**	Tr.Mo.	Land.	Pa°	12-10	3-Wright J5	600	A-Rad.	1800	117	58	600	49-10	12-8	74		Taper	Taper	785		Al	Al	Al	Al	Al	10600	2070
Ford	**5AT**	Tr.Mo.	Land.	Pa°	16-14	3-Pr&Whit Wasp	1200	A-Rad.	1900	135	62	1100	49-10	13-6	77-10		Taper.	Taper.	835		Al	Al	Al	Al	Al	7500	2690
Gates-Day	**GD-24**	Tr-Bi.	Land.	Pa, Mail	5-4	1-Hispano° E	180	W-Vee	1700	120	35	750	26-5	10-2	45-	32-6	5-10	4-2	250	34	Wd.	Wd.	Fab.	Al	Fab.	3100	950
General	**101**	Tr.Mo.	Seap.	Pho.	3-3	2-Wright J-5	440	A-Rad.	1800	125	53	940	33-6	10-11	60-0		3-6		500		Wd.	Wd.	W&F	St-T	Fab.	5784	771
General	**101-A**	Tr.Mo.	Land.	Pa	10-9	2-Wright J-5	440	A-Rad.	1800	128	55	1000	33-6	10-6	60-0		8-6		500		Wd.	Wd.	W&F	St-T	Fab.	6300	1620
General	**102**	Tr.Mo.	Land.	Pa	3-2	1-Warner	110	A-Rad.	1850	120	45	800	25-5	7-7	36-4		6-0		195.4		Wd.	Wd.	Fab.	St-T	Fab.	1822	355
General	**102-A**	Tr.Mo.	Land.	Pa	3-2	1-Warner	110	A-Rad.	1850	120	47	770	25-5	7-7	36-4		6-0		195.4		Wd.	Wd.	Fab.	St-T	Fab.	2000	598
General	**102-A**	Tr.Mo.	Seap.	Pa	3-2	1-Warner	110	A-Rad.	1850	110	47	720	25-5	8-11	36-4		6-0		195.4		Wd.	Wd.	Fab.	St-T	Fab.	2000	574
General	**102-C**	Tr.Mo.	Land.	Pho.	3-2	1-Warner	110	A-Rad.	1850	120	47	778	25-5	7-7	36-4		6-0		195.4		Wd.	Wd.	Fab.	St-T	Fab.	2000	500
Grays	**Activian**	Tr.Mo.	Land.	Pa,Sport	3-2	1-Warner 110	110	A-Rad.	1850	120	45	750	24	7-6	38-4		6		200		Wd.	Wd.	Fab.	St-T	Fab.	2000	350
Hamilton Metalplane	**H-45**	Tr.Mo.	Land.	Pa	8-6	1-Pr.Whit Wasp	410	A-Rad.	1900	139	48	850	34-8	9-1	54-5		Taper.		390			A-M.	A-M.	A-M.	A-M.	5650	
Hamilton Metalplane	**H-47**	Tr.Mo.	Land.	Pa	8-6	1-Pr.Whit Hornet	500	A-Rad.	1900	140	48	1250	34-8	9-1	54-5		Taper.		390			A-M.	A-M.	A-M.	A-M.	5650	
Heath	**Super-Parasol**		Land.	Sport	1-0	1-Henderson DeLuxe	27	A-Ver.	3000	70	28	500	16-9	5-10	25-		4-6		110		Wd.	Wd.	Fab.	St-T	Fab.		300
International	**F-17**	Tr.Bi.	Land.	Sp,Adv,Pa	3-2	1-Curtiss OXX-6°	90	W-Vee	1450	100	40	600	25	9-6	35	35	5	18	326		LaWd.	LaWd.	Fab.	Wd°	Ply-Wd.	2190	320
International	**F-17-H**	Tr.Bi.	Land.	Sp,Adv,Pa°	3-2	1-Hispano 180	180	W-Vee	1650	125	45	850	25	10	35	35	5	5	326		LaWd.	LaWd.	Fab.	Wd°	Ply-Wd.	2700	416
International	**F-17-W**	Tr.Bi.	Land.	Sp,Adv,Pa°	2-2	1-Wright J5C	200	A-Rad.	1800	140	45	1000	23-3	10	35	35	5	5	326		LaWd.	LaWd.	Fab.	Wd°	Ply-Wd.	2700	430
International	**F-18**	Tr.Bi.	Land.	Fr,Pa,Mail	6-5	1-Wright J5C	200	A-Rad.	1800	125	45	850	27	10-6	37	37	5-3	5-3	359		LaWd.	LaWd.	Fab.	Wd°	Ply-Wd.	3750	950
Ireland Neptune	**M-2**	Pu.Bi.	Amph.	Pa	5-4	1-Wright Whirlwind	220	A-	1850	95	46	650	30-6	12-6	40	34	66	66	350	17	Wd.	Wd.	Fab.	St-T	Al	3608	750
Keystone-Loening	**C-3**	Tr.Bi.	Amph.	Pa	8-6	1-Wright Cyclone	525	A-Rad.	1900	130	55	800	34-8½	13-2	46-8	46-8	6-0	6-0	517	12		Wd.	Fab.	Wd°	Met.	5900	1100
Keystone Panther	**LB-7**	Tr.Bi.	Land°	Da.Bo	5-	2-Wright° R-1750	1050	A-Rad.	1900	120	56	670	44	16	75	75	8	8	1140	0	A-M.	A-M.	Fab.	St-T	Fab.	12835	
Keystone Pirate	**LB-5-A**	Tr.Bi.	Land°	Da.Bo	5-	2-Liberty	880	W-Vee	1750	110	56	550	44-6	15-4	67	67	Taper.	Taper.	1140	0	Wd.	Wd.	Fab.	St-T	Fab.	12285	
Keystone Pronto	**K-55**	Tr.Bi.	Land°	Pa,Mail	3-2	1-Wright R-790	220	A-Rad.	1800	118	50	590	26-9	10	38-11	35-2	5-3	5-3	365	10-½	Wd.	Wd.	Fab.	St-T	Fab.	3285	750
Keystone Pup	**NK-1**	Tr.Bi.	Land°	Adv,El.Tr.	2-	1-Wright R-790	220	A-Rad.	1800	116	45	740	26-7	10-5	37	32-6	5	5	325	15	Wd.	Wd.	Fab.	St-T	Fab.	2643	
Keystone Sign Carrier	**K-47-C**	Tr.Bi.	Land.	Ae.Ad.	12-10	3-Wright° R-790	885	A-Rad.	1800	112	46	700	44-4	16	75	90	8	8	1260	0	Wd.	Wd.	Fab.	St-T	Fab.	10169	2000
Keystone Path Finder	**K-47-D**	Tr.Bi.	Land.	Pa.	12-10	3-Pr&Whit R-1690	1275	A-Rad.	1900	136	53	1400	45-6	16	75	75	8	8	1140	0	A-M.	A-M.	Fab.	St-T	Fab.	12300	2325
Keystone Patrician	**K-78-B**	Tr.Mo.	Land.	Pa.	20-18	3-Wright R-1750	1575	A-Rad.	1900	155	65	1200	61-6	13-9	90-6		12-6		1000		A-M.	A-M.	Fab.	St-T	Fab.	15000	3820
Kreider-Reisner	**C2-OX**	Tr.Bi.	Land.	Pa,Sport	3-2	1-Curtiss OX5	90	W-Vee	1400	102	32	620	23-9	9	30-1⅝	28-9	5-3	5-3	286		Wd.	Wd.	Fab.	St-T	Fab.	2000	400
Kreider-Reisner	**C2-W**	Tr.Bi.	Land.	Pa,Sport	3-2	1-Warner	110	A-Rad.	1850	107	32	750	23-9	9	30-1⅝	28-9	5-3	5-3	286		Wd.	Wd	Fab.	St-T	Fab.	2000	490
Kreider-Reisner	**C4**	Tr.Bi.	Land.	Pa,Sport	3-2	1-Comet	150	A-Rad.	1800	121	34	900	23-9	9-1	30	26-1	5-3	5-3	285		Wd.	Wd.	Fab.	St-T	Fab.	2500	670
Kreider-Reisner	**C5**	Tr.Bi.	Land.	Pa,Sport	3-2	1-Warner	110	A-Rad.	1850	107	34	725	23-9	9-1	30	26-1	5-3	5-3	285		Wd.	Wd.	Fab.	St-T	Fab.	2200	570
Lockheed	**Vega**	Tr.Mo.	Land°	Pa	5-4	1-Wright Whirlwind	225	A-Rad.	1750	137	50	925	27-6	8-6	41		8-6		275		LaWd.	LaWd.	LaWd.	LaWd.	LaWd.	4033	1500
Lockheed	**Wasp Vega**	Tr.Mo.	Land.	Pa.	5-4	1-Pr.&Whit Wasp	410	A-Rad.	1900	170	55	1400	27-6	8-6	41		8-6		275		LaWd.	LaWd.	LaWd.	LaWd.	LaWd.	4033	1500
Lockheed	**Air Exp.**	Tr.Mo.	Land.	Pa.&Mail	5-4	1-Pr.&Whit Air Exp.	410	A-Rad.	1900	165	55	1200	27-6	10	42.5		8-6		285		LaWd.	LaWd.	LaWd.	LaWd.	LaWd.	4600	1500
Mercury	**TR**	Tr.Mo.	Land.	E.Tr.	2-1	1-Velie 5 Cyl.	65	A-	1800	95	37	900	23-0	8-7	35-8		5-6		192		St-T	St-T	Fab.	St-T	Fab.		
Mercury	**Kitten**	Tr.Mo.	Land.	Pa.	3-2	1-Warner 7 Cyl.	110	A-	1800	125	45	800	25-0	7-0	38-0		Taper.		195		St-T	St-T	Fab.	St-T	Fab.		
Metal Flamingo	**G-2**	Tr.Mo.	Land.	Pa,Mail	8-7	1-Flamingo G2	410	A-Rad.	1900	135	48	1200	32	9-6	48		8		354	0		Al	Al	St-T	Al	5600	1520
Meteorplane	**MT-2**	Tr.Bi.	Land.	Sport	1-	1-Irwin 79	25	A-X	1900	85	30	500	13-6	3-9	19-10	17	3	3	105		Wd.	Wd.	Fab.	LaWd.	Fab°	440	50
Meteorplane	**CC-1**	Tr.Bi.	Land.	Sport	1-	1-Irwin 79	25	A-X	1850	80	26	400	14	5-9	19-10	22	3	3	114		LaWd.	LaWd.	Fab.	LaWd.	Fab°	550	150
Meteorplane	**44**	Tr.Bi.	Land.	Pa,Mail	2-1	2-Irwin 79	50	A-X	1850	90	30	600	18	6-9	24	27	3-9	3-9	180		Wd	LaWd.	Fab.	LaWd.	Fab°	970	450
Mohawk Pinto	**MLV**	Tr.Mo.	Land.	Sport	2-1	1-Velie M-5	62	A-Rad.	2100	100		500	21-9	6-3		30-6		4-4	124		LaWd.	LaWd.	Fab.	St-T	Fab.	1330	320
Mohawk Pinto	**MLW**	Tr.Mo.	Land.	Sport	2-1	1-Warner Scarab	110	A-Rad.	1850	121		650	22	6-3		30-6		4-4	124		LaWd.	LaWd.	Fab.	St-T	Fab.	1365	320
Mono	**Monocoupe**	Tr.Mo.	Land.	Sport	2-1	1-Monocoupe	62	A-	1850	100	38	800	20	6-3	30		5		150		Wd.	Wd.	Fab.	St-T	Fab.	1350	
Nicholas-Beazley	**NB3**	Tr.Mo.	Land.	El.Tr.°	3-2	1-Velie M-5	47	A-Rad.	1800	100	32	1200	21-6	6-10		32-6	5-2		159		Dur.	Dur.	Fab.	St-T	Fab.	1325	
Nicholas-Beazley	**NB3**	Tr.Mo.	Land.	El.Tr.°	3-2	-LeBlond	660	A-Rad.	1800	100	32	1200	21-6	6-10		32-6	5-2		159		Dur.	Dur.	Fab.	St-T	Fab.	1325	
Pitcairn Fleetwing	**PA-4**	Tr.Bi.	Land.	Adv,Pa,Sp.	3-2	1-Curtiss OX-5	90	W-Vee		102	45		21-10¼	8-7¼	33	30	4-6	4-	262	18	Wd.	Wd.	Fab.	St-T	Fab.	1950	340
Pitcairn Mailwing	**PA-5**	Tr.Bi.	Land.	Mail	1-	1-Wright J-5-C	220	A-Rad.		135	45	1600	21-10½	9	33	30	4-6	4	262	22	Wd.	Wd.	Fab.	St-T	Fab.	2620	500
Pitcairn Spt. Mailwing	**PA-5**	Tr.Bi.	Land.	Mail	3-2	1-Wright J-5-C	220	A-Rad.		131	45	1600	21-10½	9	33	30	4-6	4	262	22	Wd.	Wd.	Fab.	St-T	Fan.	2620	500
Pitcairn Super Mailwing	**PA-6**	Tr.Bi.	Land.	Mail	1-0	1-Wright J-5-C	220	A-Rad.		128	45	1600	22-10½	9-3	33	30	4-6	4	262	22	Wd.	Wd.	Fab.	St-T	Fab.	3000	500
Ryan	**B-1**	Tr.Mo.	Land.	Pa,Fr	5-4	1-Wright J-5	200	A-Rad.	1900	125	50	800	27-9	8-9	42		7-0		280		Wd.	Wd.	Fab.	St-T	Fab.	3600	1000
Ryan	**BT**	Tr.Mo.	Land.	Pa,Fr	5-4	1-Wright J-5	200	A-Rad.	1900	125	50	800	27-9	8-9	46		7-0		320		Wd.	Wd.	Fab.	St-T	Fab.	2600	900
Sierra		Tr.Mo.	Land.	Pa.	3-2	1-B-L-W-2	150	A-Rad.	1800	128	42	1100	25	8	36		72		200		Wd.	Wd.	Fab.	St-T	Fab.	1900	400
Sikorsky Amphibian	**S-38**	Tr.Bi.	Amph.	Pa,Mail	11-9	2-Pr&Whit Wasp	820	A-	1900	128	52	900	40-3	13-10	71-8	36	8-4	4-11	574		Al	Al	Fab.	Al	Al	1900	1730
Simplex Red Arrow	**W2-S**	Tr.Mo.	Land.	Pa,Mail°	2-1	1-Warner Scarab°	110	A-Rad.	1800	125	38	1000	20	7	33-4	33-4	5	5	148		Wd.	LaWd.	Fab.	St-T	Fab.	1871	215
Simplex Red Arrow	**W2-C**	Tr.Mo.	Land.	Pa,Mail°	2-1	1-Warner Scarab°	110	A-Rad.	1800	125	38	1000	20	7	33-4	33-4	5	5	148		Wd.	LaWd.	Fab.	St-T	Fab.	1871	215

ABBREVIATIONS:

°—Others Also
*—1928 Specifications
a—Average
A—Air
A—Ailerons
Adv.Tr.—Advanced Training
Ae.Ad—Aerial Advertising
Al—Aluminum
Al.T—Aluminum Tubing
A-M—All Metal Construction
Amph.—Amphibian
A&St.—Aluminum & Steel
Bomb—Bomber
Cab.—Cabin
Comm.—Commercial
Convt.—Convertible
Da.Bo.—Day Bomber
Deck.—Deck Flying
Dur.—Duralumin
Dust.—Dusting
E—Elevator
El.Tr.—Elementary Training
Fab.—Fabric
Fi.Sc.—Fighting Scout
Fl.Bt.—Flying Boat
Fr.—Freight
Gr.At.—Ground Attack
Hor.—Horizontal
Land—Land Machine
La Wd.—Laminated Wood
L&F—Laminated Wood & Fabric
m—Maximum Tapered
Ma.—Mail
Met.—Metal
M&F—Metal & Fabric Covering
M&W—Metal & Wood
NFB—Night Flying Bomber
Ni.Fi.—Night Fighter
Obs.—Observation
Opt.—Optional
Pa.—Passenger
Pho.—Photographic
Ply-Wd.—Plywood
Pr.&Whit.—Pratt & Whitney
Pu.Bi.—Pusher Biplane
Race—Racing
Rad.—Radial
R—Rudder
Recon.—Reconnoisance
Rot.—Rotary
Seap.—Seaplane
Sp.—Sport
Sp.&Tr.—Sport & Training
St-T.—Steel Tube
St&Wd.—Steel & Wood
Subm.—Submarine
Taper.—Tapered Wing
To.Ca.—Torpedo Carrier
TP.Bi—Tractor & Pusher Biplane
Train.—Training
Tr.Bi.—Tractor Biplane
Tr.Mo.—Tractor Monoplane
Tr.Se.—Tractor Sesquiplane
Tr.Tr—Tractor Triplane
Ver.—Vertical
W—(Cooling) Water
W—(Cylinders) Three Banks
Wd.—Wood
W&M—Wood & Metal
W&F—Wood Fabric Covering
W&S—Wood & Steel
X—4 Banks Cylinders

Airplanes of the World—Continued

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seating Capacity and No. of Passengers	POWER PLANT				PERFORMANCE			OVERALL		WING DIMENSIONS						MATERIAL					WEIGHTS	
					Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb in First Minute (Ft.)	Length (Ft. Ins.)	Height (Ft. Ins.)	Span		Chord		Area (Sq. Ft.)	Stagger (Ins.)	Wings			Fuselage		Loaded (Lbs.)	Net Pay Load (Lbs.)
														Upper (Ft. Ins.)	Lower (Ft. Ins.)	Upper (Ft. Ins.)	Lower (Ft. Ins.)			Ribs	Spars	Covering	Structure	Covering		
Southern	Tr.Tr.	Land.	Sp,Mail°	3–2	1–	90	W-Vee	1700		32	600	23	9	32		5	5	195	17	W&F	Wd	Fab.	St-T	Fab.	2150	507
Spartan Walters	Tr.Bi.	Land.		3–2	1–Walters NZ	135	A-Rad	1750	115	37	800	22–11	9–10	32	32	5	5	293	0	Wd	Wd	Fab.	St-T	Fab.	2150	448
Spartan Siemens	Tr.Bi.	Land.		3–2	1–Siemens-Halske	125	A-Rad	1750	110	37	750	22–9	9–10	32	32	5	5	293	0	Wd	Wd	Fab.	St-T	Fab.	2150	408
Stinson SM-1D	Tr.Mo.	Land.	Pa	6–5	1–Wright J-S	220	A-Rad	1850	120	63	500	32	8–4	45–10		7–		292		Wd	Wd	Fab.	St-T	Fab.	4500	1465
Stinson SM-2	Tr-Mo.	Land.	Pa	4–3	1–Warner Scarab	110	A-Rad	1850	110	48	450	26–3	8–6	41–6		6–3		234		Wd	Wd	Fab.	St-T	Fab.	4500	565
Swallow	Tr.Bi.	Land.	Pa,Sport°	3–2	1–Curtiss OX-5	90	W-	1400	100	35	600	23–10	8–5	32–8	32–3	4–10	4–10	300	26	Wd	LaWd	Fab.	St-T	Fab.	2200	293
Swallow	Tr-Bi.	Land.	Pa,Sport°	3–2	1–Hispano	180	W-	1800	115	45	800	23–5	8–5	32–8	32–3	4–10	4–10	300	21	Wd	LaWd	Fab.	St-T	Fab.	2700	395
Swallow	Tr.Bi.	Land.	Pa,Sp,Mail	3–2	1–Wright Whirlwind J5	200	A-	1800	124	45	1000	22–5	8–5	32–8	32–3	4–10	4–10	300	21	Wd	LaWd	Fab.	St-T	Fab.	2700	407
Taylor Chummy		Land.	Pa	2–1	1–Kinner K5	100	A-	1800	110	38		22	7–6	34		5–3		165		Wd	Wd	Fab.	St-T	Fab.	1600	260
Tips & Smith Std. J1D	Tr.Bi.	Land.	Dust	1–	1–Super Rhone	125	A-Rad	1450	85	30	850	26–7	10–10	42–10	31	6	6	425		Wd	Wd	Fab.	M&W	Fab.	2450	600
Travel Air 6000	Tr.Mo.	Land.	Pa	6–4	1–Wright J5	220	A-Rad	1875	120	50	700	30–10	8–10½	48–6½		6–6		282.1		Wd	Wd	Fab.	St-T	Fab.	4950	1000
Travel Air 4000	Tr.Bi.	Land.	Pa,Mail	3–2	1–Wright J5	220	A-Rad	1875	130	45	1200	23–6	8–11	33	28–10	5–6	4–8	297	29	Wd	Wd	Fab.	St-T	Fab.	2578	500
Travel Air D-4000	Tr.Bi.	Land.	Pa	3–2	1–Warner Scarab	110	A-Rad	1850	105	42	600	23–6	8–11	33	28–10	5–6	4–8	297	25½	Wd	Wd	Fab.	St-T	Fab.	2200	520
Travel Air DW-4000	Tr.Bi.	Land.	Pa	3–2	1–Warner Scarab	110	A-Rad	1850	110	48	550	23–6	8–6	30–5	26–	5–4	4–5	250	25½	Wd	Wd	Fab.	St-T	Fab.	2200	500
Travel Air 3000	Tr-Bi.	Land.	Pa	3–2	1–Hispano MdE	180	W-Vee	1800	119	46	900	24–1	8–11	33	28–10	5–6	4–8	297	29	Wd	Wd	Fab.	St-T	Fab.	2590	500
Travel Air 2000	Tr.Bi.	Land.	Pa	3–2	1–Curtiss OX-5	90	W-Vee	1450	100	42	600	24–1	8–11	33	28–10	5–6	4–8	297	25½	Wd	Wd	Fab.	St-T	Fab.	2180	400
Tunison Baby Scout	Tr.Mo.	Land.	El.Tr	2–1	1–Tunison O2°	80	A-Hor	1800	95	40	500	22	6½	30		Taper	Taper	150				Ply-Wd	Ply-Wd		2000	
Tunison Junior Scout	Tr-Mo.	Land.	El.Tr	3–2	1–Tunison OS4	240	A-Hor	1200	140	45	1000	29	8½	36		Taper	Taper	260				Ply-Wd	Ply-Wd		3600	800
Tunison Senior Scout	Tr.Mo.	Land.	El.Tr	6–5	1–Tunison OS4	240	A-Hor	1200	115	40	600	31	8½	48		Taper	Taper	305				Ply-Wd	Ply-Wd		4250	
Vought UO-1	Tr.Bi.	Land.	Recon	2–1	1–Wright J	220	A-	1850	140	53	1450	24–6	9–3	34–4	34–4	4–8	4–8	290	11	Wd	Wd	Fab.	Wd	Fab.	2500	
Vought UO-1	Tr.Bi.	Seap.	Recon	2–1	1–Wright J	220	A-	1850	135	55	1350	28–5	10–2	34–4	34–4	4–8	4–8	290	11	Wd	Wd	Fab.	Wd	Fab.	2800	
Vought FU-1	Tr.Bi.	Land.	Fi.Sc	1-0	1–Wright J-5	220	A-	1850	140	53	1500	24–0	9–10	34–0	34–0	4–7	4–7	290	11	Wd	Wd	Fab.	Wd	Fab.	2800	
Vought Corsair	Tr.Bi.	Land.	Deck	2–1	1–Pr.Whit Wasp	425	A-	1950	160	47	2200	24–7	10–2	34–6	34–6	5–5	4–9	320	12	Wd	Wd	Fab.	St-T	Fab.	3300	
Vought Corsair	Tr.Bi.	Seap.	Fi.Sc	2–1	1–Pr.Whit Wasp	425	A-	1950	156	49	2000	28–6	11–4	34–6	34–6	5–5	4–9	320	12	Wd	Wd	Fab.	St-T	Fab.	3500	
Vought O2U-2	Tr.Bi.	Amph.	Recon	2–1	1–Pr. Whit Wasp	425	A-	1950	140	52	1900	29–0	10–4	35–0	34–6	5–5	4–9	320	12	Wd	Wd	Fab.	St-T	Fab.	3700	
Waco 10	Tr.Bi.	Land.	Mail,Fr.°	3–2	1–Curtiss OX-5	90	W-Vee			35		23–6	9–10							Wd	Wd	Fab.	St-T	Fab.	2025	360
Waco 10	Tr.Bi.	Land.	Pa,Pho,Dust	3–2	1–Wright J5	200	A-Rad			40		22–6	9–2½							Wd	Wd	Fab.	St-T	Fab.	2600	600
Waco 10	Tr.Bi.	Land.	Pa,Pho,Dust	3–2	1–Siemens-Halske	125	A-Rad			35		23–9	9–0							Wd	Wd	Fab.	St-T	Fab.	2025	370
Waco 10	Tr.Bi.	Land.	Pa,Pho,Dust	3–2	1–Hispano A	180	W-Vee			40		23–6	9–2½							Wd	Wd	Fab.	St-T	Fab.	2600	600
Waco 10T	Tr.Bi.	Land.	Pa,Pho.°	3–2	1–Wright J5	200	A-Rad			48		22–6	9–2½							Wd	Wd	Fab.	St-T	Fab.		
Waco 10T	Tr.Bi.	Land.	Pa,Pho.°	3–2	1–Hispano A	180	W-Vee			48		23–6	9–2½							Wd	Wd	Fab.	St-T	Fab.		
Wallace Touroplane K5	Tr.Mo.	Land.	Pa,Ma,El.Tr	3–2	1–Kinner K5	100	A-Rad	1800	115	45		24–1	8	37		5–10		212		Wd	Wd	Fab.	St-T	Fab.	2000	400
Wallace Touroplane OX-5	Tr.Mo.	Land.	Pa,Ma,El.Tr	3–2	1–Curtiss OX-5	90	W-Vee	1400	105	46		24–3	8	37		5–10		212		Wd	Wd	Fab.	St-T	Fab.	2100	350
Wallace Touroplane WS	Tr.Mo.	Land.	Pa,Ma,El.Tr	3–2	1–Warner-Scarab	110	A-Rad	1850	120	45		24–1	8	37		5–10		212		Wd	Wd	Fab.	St-T	Fab.	2000	400
Wasp Air Coach T-2	Tr.Mo.	Land.	Pa	4–3	1–Wright J-5	225	A-Rad	1950	140	50	1400	24	7–9	38–6		6		200	None	Wd	Wd	Fab.	A-M	Fab.	2500	800
Whites Whitey Sport	Pu.Mo.	Land.	Sport	2–1	1–Whitey Sport	40	A-Rad	1800		31	550	18–4	7–1	31–1		5–1				Wd	Wd	Fab.	St-T	Fab.	850	
Whites Humming Bird	Tr.Bi.	Land.		3–2						33	850	23–6	8–3	33–1	33–1	5–0	5–1		7½	Wd	Wd	Fab.	St-T	Fab.	1800	
BRITISH																										
Bristol 83	Tr-Bi.	Land.	El.Tr	2–1	1–Lucifer 3	130	A-	1700	97	50	615	24–10	9–3½	31–1	31–1	5–3	5–3	285	27–½	Wd	Wd	Fab.	Wd	Fab.	1840	
Bristol 89-A	Tr.Bi.	Land.	Ad. Tr	2–1	1–Jupiter 6	415	A-	1700	120	52	1100	25–0	10–1	39–3	39–3	5–6	5–6	405	18– ½	Wd	Wd	Fab.	Wd	Fab.	3250	
Bristol 101	Tr.Bi.	Land.	Recon	2–1	1–Jupiter 6	415	A-	1700	152	56	1500	27–4	9–6	33–7	33–7	6–0	6–0	360	36	A-M	A-M	Fab.	Wd	Fab.	3476	
Bristol 93-A	Tr.Bi.	Land.		2–1	1–Jupiter 6	415	A-	1700	132	54	1800	31–6	11–7½	44–9	44–9	7–0	4–6	464	30–½	A-M	A-M	Fab.	A-M	Fab.	4150	
De Haviland Moth D.H. 60G	Tr.Bi.	Land.	Pa.Sp.°	2–1	1–De Haviland Gipsy	100	A-Vert	1900	102	44.1	503	24.01	8.81	30.05	30.05	4.37	4.37	243.2	3.5	Wd	Wd	Fab.	Wd	Wd	1645	578.6
De Haviland Moth D.H. 60G	Tr.Bi.	Seap.	Pa. Sp.°	2–1	1–De Haviland Gipsy	100	A-Vert	1900	98.2	42.9	540	24.97	9.91	30.05	30.05	4.37	4.37	243.2	3.5	Wd	Wd	Fab.	Wd	Wd	1645	470.8
De Haviland Canberra D.H. 61	Tr.Bi.	Land.	Pa. Freight	9–8	1–Bristol Jupiter 11	500	A-Rad	1000	132.2	54	905	28.8	13.05	51.9	51.9	6.28	6.28	613.3	7.8	Wd	Wd	Fab.	Wd	Wd	7000	2611
De Haviland Canberra D.F. 61	Tr.Bi.	Seap.	Pa. Freight	9–8	1–Bristol Jupiter 11	500	A-Rad	1000	132.2	54	905	39.8	14.3	51.9	51.9	6.28	6.28	613.3	7.8	Wd	Wd	Fab.	Wd	Wd	7000	2398
De Haviland Hercules D.H. 66	Tr.Bi.	Land.	Mail & Pa	16–14	3–Bristol Jupiter 6	1300	A-Rad	1750	130	52.2	752	56.2	18.62	79.6	79.6	10.36	10.36	154.9	0	Wd	Wd	Fab.	A-M	Fab.	15500	3395
De Haviland Tiger-Moth H-71	Tr.Mo.	Land.	Race	1–	1–De Haviland Gipsy R.	130	A-Vert	2000	201	60.2	2125	18.7				22.4		4.2	76.6	0	Wd	Wd	Fab.	Wd	Wd	920	160.6
Gloster Goring	Tr.Bi.	Seap.	Da.Bo	2–1	1–Geared Jupiter 8	450	A-Rad	1000	133	39.4	835	38.74	11.4	42.1	33.4	7.01	5.76	450		Wd	Wd	Fab.	Wd	W&F	5650	
Gloster 4B	Tr.Bi.	Seap.	Race	1–	1–Geared Napier Lion7B	875	W-W		302	103	3360	26.3	9.12	22.6	18.3	4.19	3.29	130		Wd	Wd	Wd	Wd	Wd	3010	
Gloster Goldfinch	Tr.Bi.	Land.	Fi.Sc	1–	1–Super Chgd. Jupiter 7	420	A-Rad	1775		52.5	1520	18.85	10.34	30	26.9	5.26	5.22	274		A-M	A-M	Fab.	St-T	Fab.	3045	
Hawker Cygnet	Tr.Bi.	Land.	Sport	2–1	1–Bristol Cherub	36	A-Hor	3200	82	40		20.25	6.4	28	23	4.25	2.5	165	1–2	Wd	Wd	Fab.	Wd	Fab.	900	480
Hawker Woodcock	Tr.Bi.	Land.	Fi.Sc	1–	1–Bristol Jupiter	435	A-Rot	1750	138	51		26.25	9.91	32.5	32.5	6	6	346	0–4	Wd	Wd	Fab.	Wd	Fab.	3040	965
Hawker Horsley	Tr.Bi.	Land.	Da.Bo	2–1	1–Rolls-Royce Condor	707	W-Vee	2100				38.25	13.66	56.75	49.90	8.5	5.16	692	2–1¾	Wd	Wd	Fab.	Wd&St/T	Fab.	7780	2950

Hawker	Heron	Tr.Bi.	Land.	Fi.Sc.	1–	1–Bristol	Jupiter	465	A-Rot.	1870	150	54		22	10	31.90	26	6	5	288	1–11	Al	A-M.	Fab.	St-T.	Fab.	2688	808
Hawker	Hawfinch	Tr.Bi.	Land.	Fi.Sc.	1	1–Bristol	Jupiter VII	460	A-Rad.	1950	171	59	1800	23–2	9–4	33–6	28–0	5–9	4–9	295	2–9	Al	A-M.	Fab.	St-T.	Fab.	2910	
Hawker	Horsley Torpedo	Tr.Bi.	Land.	To.Ca.	2–1	1–Rolls Roy' Condor	IIIA	707	W-Vee.	2100	128	64	720	38–3	14–1	56–9	49–10	8–6	5–2	692	2–1¾	Wd.	Wd.	Fab.	Wd°	Fab.	9500	
Saunders	A3	Tr.Bi.	Fl.Bt.	Recon.	5–	3–Rolls Roy' Condor	IV	2050	W-Vee.	1100	118	49.7		65.9	21.7	97.0	96.0	10.5	10.5	2001		Wd.	Wd.	Fab.	Wd.		24860	
Saunders	A4	Tr.Bi.	Fl.Bt.	Pa., Mail.	12–10	2–Jupiter	VI	840	A-Rad.	1700				49.4	16.4	52.0	58.3	9.36	9.36	1076		Wd.	Wd.	Fab.	Wd.		1166	1980
Saunders	A3C	Tr.Bi.	Fl.Bt.	Pa.	20–18	3–Jupiter	VI	1260	A-Rad.	1700	115	52.7		67.5	20.4	88.2	88.2	10.5	10.5	1797		A-M.	A-M.	Fab.	A-M.		19998	3708
Saunders	A16	Tr.Mo.	Land.	Pa.	5–4	1–Lynx		214	A-Rad.	1900				32.9	11.7	48.0		9.34		355		A-M.	A-M.	Fab.	A-M.	M&F	3388	726
Vickers	Vendace III	Tr.Bi.	Land.	Adv.Tr.	2–1	1–Hispano	8 FC	338	W-Vee.	1870	113	46.5	1003.5	33.4	12.8	44.6	44.6	6.51	6.51	532.8		Wd.	Wd.	Fab.	A-M.	Fab.	3381.4	
Vickers	Vivid	Tr.Bi.	Land.	Recon.	2–1	1–Napier-Lion		530	W-W.	1250	150.5	50.9	1335	34.5	13.05	45.2	41.6	7.17	7.0	592.8	29.2	A-M.	A-M.	Fab.	A-M.	Fab.	5539.6	
Vickers	Vivid	Tr.Bi.	Seap.	Recon.	2–1	1–Napier-Lion		530	W-W.	1250	141	54.6	1003.5	36.4	14.09	45.2	41.6	7.17	7.0	592.8	29.2	A-M.	A-M.	Fab.	A-M.	Fab.	5995	
Vickers	Vellore	Tr.Bi.	Land.	Fr.	2–1	1–Bristol-Jupiter	IX	485	A-Rad.	1000	68.3	47.8	550	51.5	16.3	77.5	77.5	9.51	9.51	1420	8.27	A-M.	A-M.	Fab.	A-M.	Fab°	9477.6	3725
Vickers	Virginia X	Tr.Bi.	Land.	NFB.	4–3	2–Napier-Lion		1004	W-W.	1450	106	46.5	467	62.5	17.8	87.7	87.7	13.0	13.0	2180		A-M.	A-M.	Fab.	A-M.	Fab.	17564.8	
Vickers	Victoria IV	Tr.Bi.	Land.		24–23	2–Napier-Lion		1004	W-W.	1450	106	46.5	467	59.6	17.8	87.7	87.7	13.0	13.0	2180		A-M.	A-M.	Fab.		W&F	1742	5168
Westland	Widgeon 3	Tr.Mo.	Land.	El.Tr, Sp.	2–1	1–Cirrus Nk 3		95	A-Vert.	2100	110.6	41.9	707.3	23.5	8.02	36.2		6.05		200.1		Wd.	Wd.	Fab.	Wd.	W&F	1595	451
Westland	Widgeon 3	Tr.Mo.	Land.	El.Tr,Sp.	2–1	1–Genet Nk 2		78	A-Rad.	2035	105	41.9	504	23.5	8.02	36.2		6.05		200.1		Wd.	Wd.	Fab.	Wd.	W&F	1595	529
Westland	4	Tr.Mo.	Land.	Pa,Mail	6–4	3–Cirrus Nk 3		285	A-Vert.	2100	118.9	45.0	886	37.5	9.55	57.5		9.55		489.6		Wd.	Wd.	Fab.	Wd.	Fab.	3258	791
Westland	Wapiti Jup 6	Tr.Bi.	Seap°.	Adv.Tr°.	2–1	1–Jupiter 6		480	A-Rad.	1700	134.5	53.1	1150	31.8	11.9	46.4	46.4	5.76	5.76	489.6	16.	A-M.	A-M.	Fab.	A-M.	M&F	4610	948
Westland	Wapiti Jup 8	Tr.Bi.	Land°.	Adv.Tr°.	2–1	1–Jupiter 8		540	A-Rad.	2000	143.8	53.1	1082	31.8	11.9	46.4	46.4	5.76	5.76	489.6	20.	A-M.	A-M.	Fab.	A-M.	M&F	4751	948

FRENCH

*Albert & Duhamel	Tec. 1	Tr.Mo.	Convt.	Sp.&Tr.	1–	1–		40	A-	2000	93	42		19.4	6.5	28.9	None.		None.	107½	No.				Wd.	Wd.	Wd.	854	291
*Albert & Duhamel	Tec. 2	Tr.Mo.	Convt.	Sp.&Tr.	2–	1–Various		100°	A or W.	1700	102°	42		26.3	9.0	36.8	None.		None.	183	No.				Wd.	Wd.	Wd.	1544	662°
Bleriot	127	Tr.Mo.	Land.	Da.Bo.		2–Hispano Suiza		1000	W-W.		132			47.7	11.2	76.4				945							9830	
Bleriot	165 & 175	Tr.Bi.	Land.	Da.Bo.		2–Renault°		900	A-Rad.		112			28.8	16.1	75.8	75.8			1280							12500	
Bleriot-Spad	56	Tr.Bi.	Land.	Comm.		1–Gnome Rh.	Jupiter	420	A-Rad.		119.3			29.6	13.5	43.3	43.3			523							6000	
Bleriot-Spad	61	Tr.Bi.	Land.		1–	1–Hispano Suiza°		450	W-W.		149			22.3	9.22	31.3				313							3590	
Bleriot-Spad	51	Tr.Bi.	Land.		1–°	1–Gnome Rh.	Jupiter		A-Rad.		152			21.3	10.2	31.2				262							2880	
Bleriot-Spad	54	Tr.Bi.	Land.		2–	1–Le Rhone		100	A-Rot.		63.5			23.8	8.4	29.5				253							1600	
Bleriot-Spad	42	Tr.Bi.	Land.		2–	1–Hispano Suiza		180	W-Vee.		108.5			22	8.75	28.4				238							2320	
Breguet	19-A-2	Tr.Bi.	Land.	Recon.	2–1	1–Hispano	12H6	500	W-Vee.	2000	137.5	53.1	1168	31.3	19.9	48.8	35.1	8.26	5.33	635	0	Al	Al	Fab.	Al	M&F	5500	
Breguet	280 T	Tr.Bi.	Land.	Pa.	10–8	1–Renault	12Jb	500	W-Vee.	1085	134.5	59.4	708	39.9	13.4	56.8	38.2	8.26	5.33	601	0	Al	Al	Fab.	Al	Fab.	7310	2200
Breguet	281 T	Tr.Bi.	Land.	Pa.	10–8	1–Lorraine	12Ed	450	W-W	1230	134.5	59.4	708	39.9	13.4	56.8	38.2	8.26	5.33	601	0	Al	Al	Fab.	Al	Fab	7310	2200
Breguet	310 T	Tr.Bi.	Land.	Pa.	6–5	1–Salmson	9-AB	230	A-Rad.	1700	134.5	62.5		26.8	8.75	42.8	21.0	6.18	3.46	307	12.2	Wd.	Al	Fab.	Al	Al	3960	1320
C.A.M.S.	37	Pu.Bi.	Amph.	Fr.	5–3	1–Lorraine		450	W-.	1230	117.9	52.7		37.6	13.28	47.7	47.1	6.71	6.9	624	19.7	LaWd°	LaWd°	Fab.	Wd.	LaWd.	6945	1100
C.A.M.S.	46	Pu.Bi.	Fl.Bt.	To.Ca.	2–1	1–Hispano		150	W-.	1500	75.3	43.5		29.8	9.8	42.7	39.5	5.92	5.27	398	19.7	LaWd°	LaWd°	Fab.	Wd.	LaWd.	2970	198
C.A.M.S.	53	Ta.Bi.	Fl.Bt.	Pa.	12–9	2–Hispano		1000	W-.	1000	132.9	59.6		48.75	18.1	67.1	65.9	10.7	9.7	1237	39.4	LaWd°	LaWd°	Fab.	Wd.	LaWd.		
C.A.M.S.	56	Ta.Bi.	Fl.Bt.	Pa.	12–9	2–Jupiter		960	A-	1000	130.4	58.9		48.75	18.1	67.1	65.9	10.7	9.7	1237	39.4	LaWd°	LaWd°	Fab.	Wd.	LaWd.		
C.A.M.S.	57	Ta.Bi.	Fl.Bt.	Pa.	12–9	2–Renault		1000	W-	1000	134.7	60.2		48.75	18.1	67.1	65.9	10.7	9.7	1237	39.4	LaWd°	LaWd°	Fab.	Wd.	LaWd.		
*Dyle & Bacalan	DB 10	Tr.Mo.	Land.	NFB.	4	2–Gnome Rh.	Jupiter	840	A-Rad.	1700	121	56		44.7	15.4	82.1	None.	11.2	None.	1000	No.	Al	St-T	Fab.	Al.T	Fab.	12350	5410
Farman	F180	Pu.Bi.	Land.	Pa.	26–24	2–Farman	500	1000	W-W.		118	49.6	756.7	59.2	19.0	85.5	77.5	13.1	13.1	1850		Wd.	Wd.	Fab.	Wd.	LaWd.	1760	4400
Farman	F190	Tr.Mo.	Land.	Pa., Mail.	5–4	1–Titan	240	240	A-Rad.		115	46.6	573.4	32.9	10.72	46.4		10.0		430		Wd.	Wd.	Fab.	Wd.	LaWd.	1870	880
Liore et Olivier	21	Tr.Bi.	Land.	Pa.	20–18	2–Gnome	Jupiter	840	A-Rad.	1700	118	62		52.5	14.4	75.7	75.7	8.2	8.2	1181	224.8	Al	Al	Fab.	A-M.	W&F	12540	3080
Liore et Olivier	H198	Tr.Bi.	Fl.Bt.	Pa.	8–6	1–Gnome	Jupiter	420	A-Rad.	1700	105	56		41.1	13.7	53.6	53.6	6.6	6.6	679		Wd&A1	Wd&A1	M&F	Wd.	Wd.	6185	1320
Liore et Olivier	H-18	Pu.Mo.	Fl.Bt.	El.Tr,Sp.	2–1	1–Salmson	AC-9	120	A-Rad.	1800	102	49.6		24.5	7.1	41.2				226		Wd&A1	Wd.	W&F	Wd.	Wd.	2110	
Liore et Olivier	H-24	Tr.Mo°	Fl.Bt.	Pa., Mail.	13–10	2–Renault		1000	W-Vee.	1080	124	56.		65.5	20.4	85.5				1130		Wd&A1	Wd.	W&F	Wd.	Wd.	14600	2200
Morane-Saulnier	129	Tr.Bo.	Land.	Adv.Tr.	2–	1–Hispano	8AD	180	W-Vee.		123		987	23.2	8.9	35.1		6.58		211.9		LaWd.	Al	Fab.	W&M.	M&F	2341	
Morane-Saulnier	130	Tr.Bo.	Land.	Adv.Tr.	2–	1–Salmson	9AD	230	A-Rad.		125		500	22.8	9.2	35.1		6.58		211.9		LaWd.	Al	Fab.	W&M.	M&F	2525	
Morane-Saulnier	147	Tr.Bo.	Land.	El.Tr.	2–	1–Salmson	9AC	120	A-Rad.		87.6		658	22.6	11.25	36.1		6.27		210		LaWd.	Wd.	Fab.	W&M.	M&F	2000	
Morane-Saulnier	180	Tr.Bo.	Land.	Adv.Tr.	1–	1–Salmson	9AD	40	A-Rad.					19.9	7.39	29.5		5.1		140		LaWd.	Al	Fab.	W&M.	M&F	271	
Morane-Saulnier	221	Tr.Mo.	Land.	Fi.Sc.	1–	1–Jupiter	9Ae	600	A-Rad.		166.5		1645	21.4	9.75	32.2		5.6		173		LaWd.	Al	Fab.	W&M.	M&F	649	
Potez	25	Tr.Bi.	Land.	Recon.	2–1	1–Lorraine		450	W-W.	1850	136.8	46.6	1118	30.2	11.5	46.0	32.9	8.25	4.6	505.7	33.1	LaWd.	Wd.	Fab.	Wd.	W&F	4312	
Potez	29-2	Tr.Bi.	Land.	Pa.	7–6	1–Lorraine		450	W-W.	1850	136	49.7	757	34.9	11.8	46.0	32.9	8.25	4.6	527	33.1	LaWd.	Wd.	Fab.	Wd.	W&F	5500	1320
Potez	29-4	Tr.Bi.	Land.	Pa.	7–6	1–Jupiter		420	A-Rad.	1750	130.5	49.7	690	34.2	11.8	46.0	32.9	8.25	4.6	527	33.1	LaWd.	Wd.	Fab.	Wd.	W&F	5500	880
Potez	32	Tr.Mo.	Land.	Pa.	6–5	1–Salmson		230	A-Rad.	1700	118	43.5	559	33.2	11.2	46.0		8.25		376.5		LaWd.	Wd.	Fab.	Wd.	W&F	4180	880
Potez	33	Tr.Mo.	Land.	Comm	4–3	1–Salmson		230	A-Rad.	1700	118	43.5	559	33.2	11.2	46.0		8.25		376.5		LaWd.	Wd.	Fab.	Wd.	W&F	3845	880
S.E.C.M.		Tr.Bi.	Land.	Bomb.	3–2	1–Lorraine	46	650	W-.	1300	131.7	53.1	1036	42.8	17.5			9.87	8.23	915		Dur.	Dur.	Fab.	Dur.	Fab.	5440	8070
Villiers	Vil II	Tr.Bi.	Convt.	Fi.Sc.	2–	1–Lorraine-Dietrich		450	W-W.	1850	125	53		31.2	13.0	42.8	27.0	8.2	3.6	430	0	Wd.	St-T	Fab.	Wd.	LaWd.	5330	945
Villiers	Vil IV	Tr.Bi.	Seap.	Da.Bo	2–	1–Lorraine-Dietrich		450	W-W.	1850	132	56		31.9	12.37	47.7	32.9	8.2	4.1	16	0	Wd.	St-T	Fab.	Wd.	LaWd.	2400	990

ABBREVIATIONS:

°—Others Also
•—1928 Specifications
a—Average
A—Air
A—Ailerons
Adv.Tr.—Advanced Training
Ae.Ad—Aerial Advertising
Al—Aluminum
Al.T—Aluminum Tubing
A-M—All Metal Construction
Amph.—Amphibian
A&St.—Aluminum & Steel
Bomb.—Bomber
Cab.—Cabin
Comm.—Commercial
Convt.—Convertible
Da.Bo.—Day Bomber
Deck.—Deck Flying
Dur.—Duralumin
Dust.—Dusting
E—Elevator
El.Tr.—Elementary Training
Fab.—Fabric
Fi.Sc.—Fighting Scout
Fl.Bt.—Flying Boat
Fr.—Freight
Gr.At.—Ground Attack
Hor.—Horizontal
Land—Land Machine
LaWd.—Laminated Wood
L&F—Laminated Wood & Fabric
m—Maxim Tapered
Ma.—Mail
Met.—Metal
M&F—Metal & Fabric Covering
M&W—Metal & Wood
NFR—Night Flying Bomber
Ni.Fi.—Night Fighter
Obs.—Observation
Opt.—Optional
Pa.—Passenger
Pho.—Photographic
Ply-Wd.—Plywood
Pr.&Whit.—Pratt & Whitney
Pu.B.—Pusher Biplane
Race—Racing
Rad.—Radial
R—Rudder
Recon.—Reconnoisance
Rot.—Rotary
Seap.—Seaplane
Sp.—Sport
Sp.&Tr.—Sport & Training
St-T.—Steel Tube
St&Wd.—Steel & Wood
Subm.—Submarine
Taper.—Tapered Wing
To.Ca.—Torpedo Carrier
TP.Bi—Tractor & Pusher Biplane
Train.—Training
Tr.Bi.—Tractor Biplane
Tr.Mo.—Tractor Monoplane
Tr.Se.—Tractor Sesquiplane
Tr.Tr—Tractor Triplane
Ver.—Vertical
W—(Cooling) Water
W—(Cylinders) Three Banks
Wd.—Wood
W&M—Wood & Metal
W&F—Wood Fabric Covering
W&S—Wood & Steel
X—4 Banks Cylinders

Airplanes of the World—Continued

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seating Capacity and No. of Passengers	POWER PLANT				PERFORMANCE			OVERALL		WING DIMENSIONS						MATERIAL					WEIGHTS	
					Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb in First Minute (Ft.)	Length (Ft. Ins.)	Height (Ft. Ins.)	Span		Chord		Area (Sq. Ft.)	Stagger (Ins.)	Wings			Fuselage		Loaded (Lbs.)	Net Pay Load (Lbs.)
														Upper (Ft. Ins.)	Lower (Ft. Ins.)	Upper (Ft. Ins.)	Lower (Ft. Ins.)			Ribs	Spars	Covering	Structure	Covering		
Villiers	Vil V	Tr.Bi.	Land.	Fi.Sc.	2-	1-Lorraine-Dietrich	450	W*W	1850	131	55		28.8	10.85	39.5	29.6	8.2	4.1	425	0	Wd.	St-T	Fab.	Wd.	LaWd.	2600	792
Villiers	Vil VIII	Tr.Mo.	Convt.	Deck°	1-	1-Hispano	300	W-Vee	1800	129	54		27.3	9.14	38.6	None	8.2	None	299	0	Wd.	St-T	Fab.	Wd.	LaWd.	2600	792
Villiers	Vil XI	Tr.Bi.	Seap.	Da.Bo.°	2-	1-Lorraine-Dietrich	450	W-W	1850	130	56		31.9	12.37	47.7	32.9	8.2	4.1	516	0	Wd.	St-T	Fab.	Wd.	LaWd.	4400	990
Villiers	Vil XXIV	Tr.Bi.	Land.	Fi.Sc.	2-	1-Lorraine-Dietrich	450	W-W	1850	131	44		28.8	10.85	42.8	29.6	8.2	4.1	452	0	Wd.	St-T	Fab.	Wd.	LaWd.	3850	1100
Wibault	F	Tr.Mo.	Land.	Fi.Sc.	1-	1-Gnome-Rh. Jupiter	515	A-	1758	141.5	57.1		24.8	9.74	36.0		6.92		237		A-M.	A-M.	A-M.	A-M.	A-M.	3177	
Wibault	F3	Tr.Mo.	Land.	Fi.Sc.	1-	1-Lorraine 12EC	485	W-	1850	145.	57.1		26.6	9.74	36.0		6.92		237		A-M.	A-M.	A-M.	A-M.	A-M.	3367	
Wibault	121	Tr.Mo.	Land.	Fi.Sc.	2-	1-Hispano 12HB	579	W-	2000	148	64.6		31.8	10.3	41.6		7.98		318		A-M.	A-M.	A-M.	A-M.	A-M.	4510	
Wibault	122	Tr.Mo.	Land.	Recon°	2-	1-Napier Lion XI	550	W-	1150	146	52.1		30.0	10.3	41.6		7.98		318		A-M.	A-M.	A-M.	A-M.	A-M.	4590	
Wibault	123	Tr.Mo.	Land.	Recon°	2	1-Gnome-Rh. Jupiter VI	515	A-	1750	130.5	64.6		30.5	10.3	41.6		7.98		318		A-M.	A-M.	A-M.	A-M.	A-M.	4151	
Wibault	124	Tr.Mo.	Land.	Pho.°	2	1-Hispano 12 HB	570	W-	2000	130.5	65.3		31.5	10.3	41.6		7.98		318		A-M.	A-M.	A-M.	A-M.	A-M.	4560	
Wibault	130	Tr.Mo.	Land.	Fi.Sc.	1	1-Hispano 12 JB	445		2000	149	68.4		22.6	9.12	29.8		6.2		183		A-M.	A-M.	A-M.	A-M.	A-M.	2710	
Wibault	170	Tr.Mo.	Land.	Fi.Sc.	1-	1-Hispano 12 HB	579		2000	158.5	71.0		23.7	9.18	29.8		6.2		183		A-M.	A-M.	A-M.	A-M.	A-M.	3060	
GERMAN																											
Albatros	L68c	Tr.Bi.	Land.	Train&Sport.	2-1	1-Siemens Sh 12	100	A-Rad.	1600	84.4	48.1	494	21.2	8.9	33.2	33.2	4.08	41.1	270		Wd.	Wd.	W&F.	St-T	Fab.	1925	
Albatros	L72c	Tr.Bi.	Land.	Fr,Pa.	6-4	1-B.M.W. IV	250	W-Ver.	1400	103.	53.1	527	34.1	11	42.8	40.8	6.05	6.05	478	0	St-T	Al	Fab.	St-T	Fab.	4570	825
Albatros	L72a	Tr.Bi.	Land.	Pa.	10-8	2-Siemens-Jupiter VI	960	A-Rad.	1800	109.	62.8	658	49	15.3	64.8	64.5	7.90	7.90	990	0	St-T	Al	Fab.	St-T	Fab.	12100	1760
Albatros	L75a	Tr.Bi.	Land.	Train&Sport.	2-1	1-B.M.W. Va	220	W-Ver.	1585	131.	56.2	987	32.9	10.7	41.1	41.1	4.87	4.87	398		Wd.	Wd.	W&F.	St-T	Fab.	4030	
Albatros	L76	Tr.Bi.	Land.	Mail.	2-1	1-B.M.W. VI	500	W-Ver.	1410	150.	72.	1184	27.8	10.9	41.9	27.5	3.42	3.42	248		Wd.	Wd.	LaWd.	St-T	Fab.	5370	495
BFW	U 12 C	Tr.Bi.	Land.	El.Tr,Sp.	2-	1-Siemens H. Sh 12	108				46.6		24.7	9.2					258.2		Wd.	Wd.	W&F.	Wd.	LaWd.	1840	
BFW	M 21 C	Tr.Bi.	Land.	El.Tr,Sp.	2-	1-Siemens H. Sh 12	108				46.6		24.1	9.1					224		Wd.	Wd.	W&F.	St-T	W&F.	1700	
BFW	M 23	Tr.Mo.	Land.	El Tr,Sp.	2-	1-ABC Scorpion	34				43.5		21.9								Wd.	Wd.	W&F.	Wd.	Wd.	946	
BFW	M 18	Tr.Mo.	Land.	Pa.Pho	5-	1-Siemens H. Sh 12	108				43.5		26.5	7.4					266.5		A-M.	A-M.	A-M.	A-M.	A-M.	2640	880
BFW	M 20	Tr.Mo.	Land.	Pa.	12-	1-B.M.W. VI	500				56.0		49.0	12.3					700		A-M.	A-M.	A-M.	A-M.	A-M.	9900	2818
Casper	C 35	Tr.Bi.	Land.	Pa.	10-8	1-B.M.W. VI	550	W-Vee.	730	127	55.9		43.8	12.5	55.0	55.0	8.6	8.6	742	41.37	Wd.	Wd.	W&F.	St-T	Fab.	9570	2200
Focke-Wulf	A 17a	Tr.Mo.	Land.	Pa.&Fr.	10-8	1-Jupiter VI	480	A-Rad.	1000	126	56	543	42.7	13.2	65.8		9.9		673		Wd°	Wd°	LaWd.	St-T	Fab.	8800	1935
Focke-Wulf	A 20a	Tr.Mo.	Land.	Pa.&Fr.	5-4	1-Wright Whirlwind	220	A-Rad.	1800	106	50	675	33.6	9.9	52.6		7.57		344		Wd°	Wd°	L&F.	St-T°	Fab.	3520	616
Focke-Wulf	A 28	Tr.Mo.	Land.	Pa.&Fr.	6-4	1-Wright	240	A-Rad.	1800	112.5	53	560	33.6	9.9	52.6		7.57		344		Wd°	Wd°	L&F.	St-T°	Fab.	2420	1540
Focke-Wulf	A 21	Tr.Mo.	Land.	Pho.	3-1	1-B.M.W. VI	460	W-Ver.	1500	125	56	872	42.7	13.2	65.8		9.9		673		Wd°	Wd°	LaWd.	St-T	Fab.	7920	
Focke-Wulf	W 4	Tr.Bi.	Seap.	Mail.	2-1	1-Jupiter VI	480	A-Rad.	1000	131.	56	707	24.6	14.5	40.8	38.8	8.55	7.4	538	3.54	Wd°	Wd°	L&F.	St-T	Fab.	5500	925
Focke-Wulf	S 24	Tr.Bi.	Land.	El.Tr,Sp.	2-1	1-Siemens Sh 10	60	A-Rad.	1500	87.5	40.6	510	20.7	7.4	29.2	29.2	3.78	3.78	210		Wd°	Wd°	L&F.	St-T	Fab.	1276	187
Focke-Wulf	GL22	Tr.Mo.	Land.	Adv.Tr,Pa.	5-2	2-Siemens Sh 12	200	A-Rad.	1500	97.5	50.	395	36.2	9.9	52.6		7.57		371		Wd°	Wd°	L&F	LaWd°	Fab.	4010	
Heinkel	H E 6	Tr.Mo.	Seap.	Sport	3-	1-Packard 3A-2500	800	W-Vee.	1050	127	56		43.2	14.7	60.4	None	12.1	None	655		Wd.	LaWd°	Fab.	St-T	Fab.	13200	7050
Heinkel	H D 22	Tr.Bi.	Land.	Adv.Tr.	2-	1-B.M.W. IV	250	W-Ver.	1400	117	51		27.6	11.5	39	34.2	5.75	4.9	375	33.2	Wd.	LaWd°	Fab.	St-T	Fab.	3520	1210
Heinkel	H D 24	Tr.Bi.	Seap.	Adv.Tr.	2-1	1-B.M.W. IV	250	W-Ver.	1400	106	48		31.8	13.8	46.6	46.6	6.06	6.06	540	33.5	Wd.	LaWd°	Fab.	St-T	Fab.	4620	1320
Heinkel	H D 26	Tr.Bi.	Land.	Comm.	2-1	1-B.M.W. VI	600	W-Vee.	1500	112	47	460	39.2	13.8	57.8	50.0	8.5	7.2	810	48.5	Wd.	Wd.	Fab.	St-T	Fab.	8500	2200
Heinkel	H D 26	Tr.Bi.	Land.	Pho.	3-2	2-Wright	400	A-Rad.	1800	117	53	720	31.2	12.5	42	28.8	6.9	5.9	428	37.4	Wd.	Wd.	Fab.	St-T	Fab.	4300	369
Heinkel	H E 1	Tr.Mo.	Seap.	Comm.		1-Rolls-Royce Eagle	360	W-Vee.		111.5	52.2		41.5			59.3			564		Wd.	St-T	Fab.	Wd.	Fab.	5440	
Heinkel	H E 3	Tr.Mo.	Land.	Comm.		1-Siemens Sh 12	100	A-Rad.		87	49.7		23.4			39.5			248							2060	
Heinkel	H E 4	Tr.Mo.	Seap.	Comm	3-2	1-Rolls-Royce Eagle	360	W-Vee.		112	54		41.2			59.3			565		Wd.	St-T	Fab.	Wd.	Fab.	5500	
Heinkel	H E 5 a	Tr.Mo.	Seap.	Comm.	3-2	1-Napier Lion	450	W-W		130	53.5		39.2			55.2			525		Wd.	St-T	Fab.	Wd.	Fab.	5500	
Heinkel	H E 5 b	Tr.Mo.	Seap.	Comm.	3-2	1-Gnome-Rh. Jupiter VI	420	A-Rad.		124	52.7		38.8			55.2			525		Wd.	St-T	Fab.	Wd.	Fab.	5500	
Heinkel	H E 5 c	Tr.Mo.	Seap.	Comm.	3-2	1-B.M.W.	800	W-Vee.		143	54.7		39.8			55.5			525		Wd.	St-T	Fab.	Wd.	Fab.	6390	
Heinkel	H E 8	Tr.Mo.	Seap.	Comm.	2-	1-Armstrong S. Jaguar IV	385	A-Rad.		126.8	49.7		37.8	14.15		55.2			506		Wd.	St-T	Fab.	Wd.	Fab.	5060	
Heinkel	H D 14	Tr.Bi.	Seap.	Comm.		1-Fiat	600	W-Vee.		109	55.4		48.4		62.5	62.5			1112							1230	
Heinkel	H D 15	Tr.Bi.	Fl.Bt.	Comm.		1-Gnome-Rh. Jupiter VI	450	A-Rad.		107	52.8		35.3	13.15	40.8	40.8			473							5160	
Heinkel	H D 17	Tr.Bi.	Land.	Comm.		1-Napier Lion	450	W-W		137	56		31		42.1	37.6			437							4840	
Heinkel	H E 18	Tr.Mo.	Land.	Comm.	2-	1-Various	80	W-								36.5			187							1560	
Heinkel	H D 19	Tr.Bi.	Land.	Comm.	2-	1-Bristol Jupiter VI	410	A-Rad.		142	52.2		29.6	11.2	36.2	31 2			340		Wd.	Wd.	Fab.	Wd.	Fab.	3430	
Heinkel	H D 21	Tr.Bi.	Land.	Comm.	2-	1-Mercedes D 11	120			88.5	45.4		22.7		32.9	29.6			295		Wd.	St-T	Fab.	Wd.	Fab.	2160	
Heinkel	H D 25	Tr.Bi.	Seap.	Comm	2-	1-Napier Lion	450	W-W		118	47.9		31.6		48.9	46.6			620							5500	
Heinkel	H D 26	Tr.Bi.	Seap.	Comm.		1-Hispano Suiza	300	W-Vee.		115	47.9		27.15		38.8				407							3680	
Heinkel	H D 28	Tr.Bi.	Seap°	Comm.	3-2	1-Lorraine-Dietrich 28	650	W-		123	59.6		36.2	13.8	49.4	49.4			640							8850	
Heinkel	H D 29	Tr.Bi.	Land.	Comm.	2-	1-Mercedes	100			84	43.5		23.7		34.5				298		Wd.	St-T	Fab.	Wd.	Fab.	2045	
Heinkel	H D 30	Tr.Bi.	Seap.	Comm.		1-Gnome-Rh. Jupiter	450			124	56		33.8	14.6	20.8	36.2			505		Wd.	St-T	Fab.	Wd.	Fab.	5460	
Heinkel	H D 32	Tr.Bi.	Land.	Comm.	2-	1-Siemens Sh 12	100	A-Rad.		87	43.5		22.3		34.6	29.6			262		Wd.	St-T	Fab.	Wd.	Fab.	1980	
Heinkel	H D 33	Tr.Bi.	Land.	Comm.	2-	1-B.M.W.	700	W-		153	56		30.9	13.15	42	37.5			465		Wd.	St-T	Fab.	Wd.	Fab.	6050	
Heinkel	H D 35	Tr.Bi.	Land.	Comm.	3-2	1-Mercedes D 11	120	W-		86	43		24.7		36.2	32.3			349		Wd.	St-T	Fab.	Wd.	Fab.	3620	
Heinkel	H D 36	Tr.Bi.	Land.	Comm.	2-	1-Mercedes D 3	160	W-		81	43.5		24.6		36.2	32.3			330							2750	
Heinkel	H D 37	Tr.Bi.	Land.	Comm.		1-B.M.W. VI	750	W-Vee.		187	59.6		23	10.5	32.9				287		Wd.	St-T	Fab.	Wd.	Fab.	3700	
Heinkel	H D 39	Tr.Bi.	Land.	Comm.	2-	1-B.M.W. IV	320	W-		103	42.2		32.9		48.8				564		Wd.	St-T	Fab.	Wd.	Fab.	4750	

Heinkel	H D 40	Tr.Bi	Land.	Comm			1-B.M.W.	VI	600	W-		101.5	52.8		39.5		58	50			811		Wd.	St-T	Fab.	Wd.	Fab.	8460	
*Junkers	F 13	Tr.Mo.	Land.	Pa.		6-5	1-Junkers	LV	310	W-Ver		108	59	470	31.1	10.5	58.2	None		None	462	No	A-M.	A-M.	A-M.	St-T	A-M.	4400	
*Junkers	F 13	Tr.Mo.	Seap.	Pa.		6-5	1-Junkers	LV	310	W-Ver		103	59	410	33.0	12.8	58.2	None		None	462	No	A-M.	A-M.	A-M.	St-T	A-M.	4620	
*Junkers	K 16	Tr.Mo.	Land.	Pa.		3-2	1-Siemens	Sh 5	75	A-Rad		87	56	360	26.2	9.0	42.0	None		None	205	No	A-M.	A-M.	A-M.	St-T	A-M.	1760	
*Junkers	G 24	Tr.Mo.	Land.	Pa.		11-9	3-Junkers	LV	930	W-Ver		113	64	505	51.5	15.6	98.0	None		None	1055	No	A-M.	A-M.	A-M.	St-T	A-M.	14300	
*Junkers	G 24	Tr.Mo.	Seap.	Pa.		11-9	3-Junkers	LV	930	W-Ver		107	64	440	52.8	19.0	98.0	None		None	1055	No	A-M.	A-M.	A-M.	St-T	A-M.	14300	
*Junkers	G 31	Tr.Mo.	Land.	Pa,Fr		18-15	3-Gnome-Rh	Jupiter	1350	A-Ver		124	70	545	54.1	19.7	98.5	None		None	1020	No	A-M.	A-M.	A-M.	St-T	A-M.	17600	
*Junkers	W 33	Tr.Mo.	Land.	Fr.		2-0	1-Junkers	LV	310	W-Ver		120	59	650	34.4	11.5	58.3	None		None	462	No	A-M.	A-M.	A-M.	St-T	A-M.	4620	
*Junkers	W 33	Tr.Mo.	Seap.	Fr.		2-0	1-Junkers	LV	310	W-Ver		113	59	545	35.8	12.8	58.3	None		None	462	No	A-M.	A-M.	A-M.	St-T	A-M.	4620	
*Junkers	A 20	Tr.Mo.	Land.	Sport		2-	1-Own	L 11	260	W-Ver		107	61		27.2	9.67	50.4	None		None	301		A-M.	A-M.	A-M.	St-T	A-M.	3300	1190
*Junkers	A 20	Tr.Mo.	Seap.	Sport		2-	1-Own	L 11	260	W-Ver		100	61		30.3	10.55	50.4	None		None	301		A-M.	A-M.	A-M.	St-T	A-M.	3520	1100
*Junkers	A 35	Tr.Mo.	Land.	Sport°		2-	1-Own	LV	310	W-Ver		126	62		26.9	11.5	52.3	None		None	320		A-M.	A-M.	A-M.	St-T	A-M.	3520	1080
*Junkers	A 35	Tr.Mo.	Seap.	Sport°		2-	1-Own	LV	310	W-Ver		121	63		30.1	11.5	52.3	None		None	320		A-M.	A-M.	A-M.	A-M.	A-M.	3740	924
Rohrbach	Rocco	Tr.Mo.	Fl.Bt	Pa.		12-10	2-Rolls-Royce	Condor	1300	W-Vee		136	71		63.3		85.2	None		None	1010	No	A-M.	A-M.	A-M.	St-T	A-M.	21100	
Rohrbach	Roland	Tr.Mo.	Land.	Pa.		12-10	3-B.M.W.	IV	720	W-.	1400	122	62		52.5		85.2	None		None	947	No	A-M.	A-M.	A-M.	A-M	A-M.	16300	
DUTCH																															
Fokker	CVD	Tr.Bi	Land.	Fi.Sc.		2-	1-Gnome-Rh	Jupiter	610	A-Rad	2200	153	59.4	17403	0.9	10.85	41.1	28.25	6.12	4.93	30.64	16.9	Wd.	LaWd.	W&F	A-M.	A-M.	4030	
Fokker	CVD	Tr.Bi	Land.	Fi.Sc.		2-	1-Hispano	12H6	645	W-Vee	2200	156	59.4	19743	1.2	10.85	41.1	28.25	6.12	4.93	30.64	16.9	Wd.	LaWd.	W&F	St-T	Fab.	4310	
Fokker	CVE	Tr.Bi	Land.	Recon.		2-	1-Siddeley	Jaguar IV	440	A-Rad	1900	136	55	6583	1.1	11.1	50.3	33.65	7.24	4.93	36.4	35.3	Wd.	LaWd.	W&F	St-T	Fab.	4950	
Fokker	CVE	Tr.Bi	Land.	Recon.		2-	1-Napier	C-5	470	W-W	2700	141	57.5	9873	1.1	11.1	50.3	33.65	7.24	4.93	36.4	35.3	Wd.	LaWd.	W&F	St-T	Fab.	5430	
Fokker	CVII W	Tr.Bi	Seap.	Recon.		2-	1-Armstrong Lynx		231	A-Rdd	2090	38.8	50	3953	2.9	12.8	42.4	31.2	5.92	3.29	39.8	14.6	Wd.	LaWd.	W&F	St-T	Fab.	3625	
Fokker	CVIII	Tr.Mo.	Land.	Fi.Sc.		3-	1-Hispano	12L6	670	W-Vee	2200	142	62.5	8553	6.4	10.4	46.2		8.55		37.6		Wd.	LaWd.	Wd.	St-T	Fab.	5280	
Fokker	TIV	Tr.Mo.	Seap	Da.Bo		4-	2-Lorraine Dietrich	C6	990	W-W	1263	125	61.3	4945	7.9	19.9	84.9		14.8		102.3		Wd.	LaWd.	Wd.	St-T	Fab.	14750	
Fokker	FVIIa	Tr.Mo.	Land.	Pa.		10-8	1-Gnome Rhone	C53	465	A-Rad	1800	116	57.5	4944	8.2	12.8	63.5		12.5		62.9		Wd.	LaWd.	Wd.	St-T	Fab.	7920	1935
Fokker	C-3M	Tr.Mo.	Land.	Pa.		10-8	3-Wright	Whirlwind	705	A-Rad	2000	119	59.4	6584	8	12.8	71.4		12.5		72.7		Wd.	LaWd.	Wd.	St-T	Fab.	9900	1935
Fokker	FVIII	Tr.Mo.	Land.	Pa.		17-15	2-Gnome-Rh	Jupiter	930	A-Rad	1800	120.6	62.5	8225	5.3	13.8	75.7		14.8		89.3		Wd.	LaWd.	Wd.	St-T	Fab.	12530	2860
BELGIUM																															
S.A.B.A	S11	Tr.Mo.	Land.	Pa.		23-20	3-Jupiter	VI		A-	2000	156	62.5		54.6	11.8	72.4		14.8		103.7		A-M.	A-M.	A-M.	A-M.	A-M.	14500	
CZECHO-SLOVAKIA																															
Avia	BH 11	Tr.Mo.	Land.	Sport		2-1	1-Walter	NZ60	60	A-Rad	1400	100	37.5	658	21.8	8.33		31.9			146.3		Wd°	Wd°	L&F	Wd°	LaWd.	517	
Avia	BH 21	Tr.Bi	Land.	Fi.Sc.		1-	1-Hispano	300	320	W-Vee	1800	150	50	1645	22.6	9.02	28.0	29.3	4.44	4.44	236.4		Wd°	Wd°	L&F	Wd°	LaWd.	778	
Avia	BH 22	Tr.Bi	Land.	Adv.Tr.		1-	1-Hispano	180	208	W-Vee	1800	135	47	1315	21.9	9.02	28.0	29.3	4.44	4.44	236.4		Wd°	Wd°	L&F	Wd°	LaWd.	484	220
Avia	BH 25	Tr.Bi	Land.	Pa		8-6	1-Jupiter	420	420	A-Rad	1750	115.7	50	638	40.2	13.85	46.7	50.3	7.25	7.25	680		Wd°	Wd°	L&F	Wd°	LaWd.	2330	1100
Avia	BH 26	Tr.Bi	Land.	Fi.Sc.		2-1	1-Jupiter	420	420	A-Rad	1750	150	53.1	1645	29.4	11.7	33.6	35.5	5.27	5.27	403		Wd°	Wd°	L&F	Wd°	LaWd.	1495	
Avia	BH 29	Tr.Bi	Land.	Fi.Sc.		2-1	1-Walter	85°	85°	A-Rad	1400°	81.3°	37.5°	329°	24.7	9.35	29.6	32.3	4.61	4.61	269		Wd°	Wd°	L&F	Wd°	LaWd.	594	
Avia	BH 33	Tr.Bi	Land.	Fi.Sc.		1-	1-Jupiter	480°	580	A-Rad	2100	172	56.3	3290	23.2	9.18	28.0	29.3	4.44	4.44	237		Wd°	Wd°	L&F	Wd°	LaWd.	924	
*Aero	A 30	Tr.Bi	Land.	Recon.		2-	1-Lorraine Dietrich		450	W-W	1800				31.3	11.8	47.5	37.7	8.2	5.65	393		Wd.	Wd.	Fab.	St-T	Fab.	5140	985
*Aero	A 29	Tr.Bi	Seap.	Adv.Tr.		2-	1-Perun		240	W-Ver	1400	122			27.4	10.1	41.9	36.1	6.2	4.92	393		Wd.	Wd.	Fab.	St-T	Fab.	3690	
*Aero	A 11 HS	Tr.Bi	Land.	Da.Bo		2-	1-Hispano		300	W-Vee	1800	136			26.6	10.1	41.9	35.4	6.2	4.92	389		Wd.	Wd.	Fab.	St-T	Fab.	3575	
*Aero	A 11 JUP	Tr.Bi	Land	Fi.Sc.		2-	1-		420	A-Rad	1750	155			27.4	10.1	41.9	35.4	6.2	4.92	394		Wd.	Wd.	Fab.	St-T	Fab.		
ITALIAN																															
Caproni	70	Tr.Bi	Land.	Fi.Sc.		2-	1-		380	A-	1575	127	49.6		31.3	12.4	49.2	28.9	8.2	8.2	592		Wd.	Wd.	Fab.	Wd.	LaWd.	4460	1760
Caproni	73	TP.Bi	Land.	NFB.		4-	2-Lorraine-Dietrich		800	W-	1800	109	44.1		49.5	18.4	59.0	82.0	10.6	12.1	1540	15.8	Wd.	Wd.	Fab.	Wd.	LaWd.	11100	3960
Caproni	73 Ter	TP.Bi	Land.	NFB.		4-	2-Asso	FF	1000	W-	1850	122	49.6		49.5	18.4	59	82	10.6	12.1	1540	15.8	Wd.	Wd.	Fab.	Wd.	LaWd.	12550	5060
Caproni	80	TP.Bi	Land.	NFB.		4-	2-		800	A-	1650	112	44.1		49.5	18.4	59	82	10.6	12.1	1540	15.8	Wd.	Wd.	Fab.	Wd.	LaWd.	10550	4180
Caproni	79	TP.Bi	Land.	NFB.		4-	4-Asso		2000	W-	1800	130	49.6		53.8	22.0	78.6	108.2	13.1	12.1			Wd.		Fab.	Wd.	LaWd.	24000	9900
Caproni	73	TP.Bi	Land.	Mail		12-10	2-Asso		1000	W-	1850	122	49.6	720	49.5	18.4	59.0	82.0	10.6	12.1	1540	15.8	Wd.	Wd.	Fab.	Wd.	LaWd.	12550	2860
*Fiat	C R 20	Tr.Bi	Land.	Fi.Sc.		1-	1-Fiat	A 20	415	W-Vee	2200	169	56		22.0	8.92	32.2	22.4	5.33	5.33	278		Al.	St-T	Fab.	A&St.	Fab.	3010	880
*Fiat	R 22	Tr.Bi	Land.	Recon.		2-	1-Fiat	A 22	550	W-Vee	2000	169	52.7		30.1	11.5	46.6	34.1	7.05	7.05	545		Al.	St-T	Fab.	A&St.	Fab.	5500	1980
SWEDISH																															
A. B.Flygindustri 135	K 53 L	Tr.Mo.	Land.	Ae.Ad.		2-3	1-Junkers	L 5	310	W-	1400		65.4		27	11.5		52.4		Taper	320		A-M.	A-M.	A-M.	A-M.	A-M.	3740	
A. B.Flygindustri 135	K 53 W	Tr.Mo.	Seap.	Ae.Ad.		2-3	1-Junkers	L 5	310	W-	1400		65.4		30	11.5		52.4		Taper	320		A-M.	A-M.	A-M.	A-M.	A-M.	3740	
A. B.Flygindustri 135	K 30 L	Tr.Mo.	Land.	Da.Bo,Recon		4-	3-Junkers	L 5	930	W-	1400		65.4		51.7	20.4		98.0		Taper	1076		A-M.	A-M.	A-M.	A-M.	A-M.	15400	
A. B.Flygindustri 135	K 30 W	Tr.Mo.	Seap.	Da.Bo,Recon		4-	3-Junkers	L 5	930	W-	1400		65.4		53	19.8		98.0		Taper	1076		A-M.	A-M.	A-M.	A-M.	A-M.	15400	
A. B.Flygindustri 135	K 37 L	Tr.Mo.	Land.	Recon.		3-	2-Bristol	Jupiter VI	960	A-Rad	1600		89.5		37.5	14.8		66.7		Taper	584		A-M.	A-M.	A-M.	A-M.	A-M.	8800	
A. B.Flygindustri 135	K 39 L	Tr.Mo.	Land.	Ae.Ad.		3-	1-Junkers	L 88	750	W-	1100		70.3		36.5	11.5		58.5		Taper	440		A-M.	A-M.	A-M.	A-M.	A-M.	7700	
A. B.Flygindustri 135	K 47 L	Tr.Mo.	Land.	Fi.Sc.		2-	1-Bristol	Jupiter VII	450	A-Rad	1900		62.1		28.1	8.55		40.8		Taper	242.5		A-M.	A-M.	A-M.	A-M.	A-M.	3600	

ABBREVIATIONS

°—Others Also.
*—1928 Specifications
a—Average
A—Air
A—Ailerons
Adv.Tr.—Advanced Training
Ae.Ad—Aerial Advertising
Al—Aluminum
Al.T—Aluminum Tubing
A-M—All Metal Construction
Amph.—Amphibian
Al&St.—Aluminum & Steel
Bomb.—Bomber
Cab.—Cabin
Comm.—Commercial
Convt.—Convertible
Da.Bo.—Day Bomber
Deck.—Deck Flying
Dur.—Duralumin
Dust.—Dusting
E—Elevator
El.Tr.—Elementary Training
Fab.—Fabric
Fi.Sc.—Fighting Scout
Fl.Bt.—Flying Boat
Fr.—Freight
Gr.At.—Ground Attack
Hor.—Horizontal
Land—Land Machine
LaWd.—Laminated Wood
L&F—Laminated Wood & Fabric
m—Maximum Tapered
Ma.—Mail
Met.—Metal
M&F—Metal & Fabric Covering
M&W—Metal & Wood
NFB—Night Flying Bomber
Ni.Fi.—Night Fighter
Obs.—Observation
Opt.—Optional
Pa.—Passenger
Pho.—Photographic
Ply-Wd.—Plywood
Pr.&Whit.—Pratt & Whitney
Pu.Bi.—Pusher Biplane
Race—Racing
Rad.—Radial
R—Rudder
Recon.—Reconnoisance
Rot.—Rotary
Seap.—Seaplane
Sp.—Sport
Sp.&Tr.—Sport & Training
St-T.—Steel Tube
St&Wd.—Steel & Wood
Subm.—Submarine
Taper.—Tapered Wing
To.Ca.—Torpedo Carrier
TP.Bi—Tractor & Pusher Biplane
Train.—Training
Tr.Bi.—Tractor Biplane
Tr.Mo.—Tractor Monoplane
Tr.Se.—Tractor Sesquiplane
Tr.Tr—Tractor Triplane
Ver.—Vertical
W—(Cooling) Water
W—(Cylinders) Three Banks
Wd.—Wood
W&M—Wood & Metal
W&F—Wood Fabric Covering
W&S—Wood & Steel
X—4 Banks Cylinders

Airplane Engines

ENGINE MAKE AND MODEL	Type	Cooled by	No. of Cyls. Bore and Stroke (Ins.)	Piston Displacement	Compression Ratio	B. M. E. P.	Rated B.H.P. and R.P.M.	Maximum B.H.P. at R.P.M.	Crankshaft Normal R.P.M.	Propeller Normal R.P.M.	Fuel Consumption Lbs. B.H.P. Hr.	Oil Consumption Lbs. B.H.P. Hr.	Fuel Consumption Gals. Hr. (Approx.)	Weight, Dry (Lbs.)	Weight H.P. (Lbs.)	Carburetors Number and Make	IGNITION Make	IGNITION Type	IGNITION Number	STARTER Make	STARTER Type	INSTALLATION DIMENSIONS (Ins.) Length	Height †	Width †	Height Above Engine Bearers Above Engine Bed	Center to Center of Engine Bearers
AMERICAN																										
Aeromarine.....Rad	Radial	Air	9-37/8x43/4	500	5.0	111	125-1800	150-2160	1800	1800	.51	.04	10	365	2.5	1-Strom	Scin	M	2	Own	HC	30	38			19¼
Aeromarine.....AD-9	Radial	Air	9-23/4x33/8	182	5.6	110	40-2000	51-2000	2000	2000	.55	.03	3	165	3.25	1-Zenith	Salm	M	1		HC	11	24¾			11½
Aeronautical Prod...S	Vert	Air	4-45/8x5	336	5.6	128	100-1800	135-2300	1800	1800	.52	.03	8.9	350	3.5	1-Zenith	Bos	M	2	A-M	In	39⅛	37½	19⅛	25⅝	26
Allison.....V-1410	In V 45	Air	12-45/8x7	1410	5.3	128	430-1900	450-2000	1900	1900	.55	.03	39	1000	2.33	1-Strom	D-R	B	2	Ecl	EM	78½	46¾	34½	14¾	17
Allison.....VG-1410	In V 45	Air	12-45/8x7	1410	5.3	128	430-1900	450-2000	1900	1140	.55	.03	39	1125	2.62	1-Strom	D-R	B	2	Ecl	EM	85⅛	46¾	34½	14¾	17
Allison.....V-1650	In V 45	Wat	12-5x7	1650	5.4	122	430-1700	450-1800	1700	1700	.5	.02	36	885	2.05	2-Strom	D-R	B	2	Ecl	EM	74¼	43 7/16	26 1/16	12	17
Axelson.....F	Radial	Air	7-41/2x51/2	612	5.0		150-1800		1675		.33	.016	8	430	286	1-Strom	Scin	M	2			35⅜	45½		Radial	Radial
Blue Streak.....A-3	Radial	Air	3-31/2x33/4	153	5.2	130	70-1800		1800	1800			4	160			Bos	M	2				30		Radial	Radial
Brownback.....6 B	Radial	Air	6-4.14x4.93		5.2		80-1600		1600	1600		.02		220	2.75	1-Zenith	Scin	M	2	Ecl	HC	18.7	35.9	9.85	Radial	Radial
Brownback.....3 B	Radial	Air	3-4.14x4.93		5.2		40-1600		1600	1600		.02		132	3.30	1-Zenith	Scin	M	2	Ecl	HC	9.85	35.9	9.85	Radial	Radial
Brownback.....5 A	Radial	Air	5-4.93x5.91		5.0		150-1500		1500	1500		.02		330	2.64	1-Zenith	Scin	M	2	Ecl	EM°	19.7	46.9	8.66	Radial	Radial
Cameron.....60	Vert	Air	4-41/8x43/4	254	5.4	125	60-1800	80-2400					5	180	3	1-Winfd	Bos	M	2	Ecl	EM	39⅛	27¾	14	20	14
Cameron.....100	Radial	Air	7-41/8x41/2	420	5.4	125	100-1800	125-2400					8	280	2.8	1-Winfd	Scin		2	Ecl	EM	26		33		
Curtiss.....D12	Vee 60°	Wat	12-41/2x6	1145	5.3		435-2300		2300	2300	.53	.015	38	680	1.56	2-Strom	Scin	M	2	Ecl	HC	56¾	34¾	28¼		
Curtiss.ConquererV-15	Vee 60°	Wat	12-51/8x61/4	1569	5.8		600-2400		2400	2400	.53	.015	53	755	1.26	2-Strom	Scin	M	2	Ecl	HC	51	35½	26		
Curtiss...Geared V-15	Vee 60°	Wat	12-51/8x61/4	1569	5.8		600-2450		1225	2450	.53	.015	53	845	1.41	2-Strom	Scin	M	2	Ecl	HC	56⅜	35½	26		
Curtiss....Challenger	Radial	Air	6-51/8x47/8*	603	5.2		170-1800		1800	2450	.55	.025	15.6	420	2.47	1-Strom	Scin	M	2	Ecl	HC		42⅝		Radial	Radial
Fischer & Jacobs L-A1	Radial	Air	7-43/8x43/4	529	5.2		130-1600	150-1850	1600	1600				390		1-Strom	Scin	M	2	Ecl	HC				Radial	Radial
Hallet.....H 526	Radial	Air	7-43/8x5	526	5.5		130-1800		1650	1650	.53			495		2-Zenith	Bos	M	2	Ecl	EM				Radial	Radial
Irwin.....79	Radial	Air	4-27/8x23/4	79	5.0	110	20-1750	25-2250	1850	1850			2	60	3	1-Winfd	Bos	M	1		PS	11	23	23	Radial	Radial
Kinner.....K 5 B	Radial	Air	5-41/4x51/4	372	5.1		100-1725	123-2050	1725	1725	.55	.035		263	2.63	1-Strom	Scin	M	2			32¼	44⅜	44⅜	Radial	Radial
LeBlond.....60	Radial	Air	5-41/8x33/4	250	5.35	110	60-1900	67-1900	1900	1900	.55	.03	5	235	3.5	1-Strom	Scin	M	2	Ecl	EM	15⅛	32¾		Radial	Radial
LeBlond.....90	Radial	Air	7-41/8x33/4	350	5.35	110	90-2000	99-2000	2000	2000	.55	.03	7½	285	2.9	1-Strom	Scin	M	2	Ecl	EM	15⅛	32¾		Radial	Radial
Menasco B-2 Salmson	Radial	Air	9-4.92x6.69	1142	5.2		260-1600	287-1750	1500	1500	.40	.25	15	532		1-Zenith	Salm	M	2	Ecl	Opt	38½	49⅛		Radial	Radial
Murray.....Atlas	Radial	Air	8-43/8x53/8	646	5.3	105	120-1250		1250	1250	.52	.04	8	260	2.2	1-Zenith	Scin	M	2	Hey	CA	26	36		Radial	Radial
Murray.....Ajax	Radial	Air	6-43/8x53/8	484	5.3	105	80-1250		1250	1250	.52	.04	5	210	2.6	1-Zenith	Scin	M	2	Hey	CA	26	36		Radial	Radial
Packard.....3A-1500	Vee 60	Wat	12-53/8x51/2	1530	5.5	140	600-2500		2500	2500	.50	.025	36	800	1.33	2-Strom	Scin	M	2	A-M	In	65 1/16	38¼	26⅞	22⅝	15¾
Packard...3A-1500 In	Vee 60	Wat	12-53/8x51/2	1530	5.5	140	600-2500		2500	2500	.50	.035	36	800	1.33	2-Strom	Scin	M	2	A-M	In	65 1/16	38¼	26⅞	15⅝	15¾
Packard...3A-1500 G	Vee 60	Wat	12-53/8x51/2	1530	5.5	140	600-2500		2500	1250	.50	.025	36	915	1.5	2-Strom	Scin	M	2	A-M	In	69 1/16	38¼	26⅞	22⅝	15¾
Packard.....3A-2500	Vee 60	Wat	6-33/8x61/2	2539	5.1	135	800-2000		2000	2000	.50	.025	45	1220	1.5	2-Strom	Scin	M	2	A-M	In	69¾	42 3/32	29¼	27 1/16	18¼
Packard...3A-2500 G	Vee 60	Wat	6-33/8x61/2	2539	5.1	135	800-2000		2000	1000	.50	.025	45	1435	1.8	2-Strom	Scin	M	2	A-M	In	76½	42 3/32	29¼	27 1/16	18¼
Pratt & Whit..Wasp B	Radial	Air	9-53/4x53/4	1344	5.25	126	450-2100		2100	2100	.55	.035		670		1-Strom	Scin	M	2				18⅝	50⅝	50⅝	Radial	Radial
Pratt & Whit.Comm. B	Radial	Air	9-53/4x53/4	1344	5.25	124	400-1900		1900	1900	.55	.035		570		1-Strom	Scin	M	2				18⅝	50⅝	50⅝	Radial	Radial
Pratt & Whit...Hornet	Radial	Air	9-61/8x63/8	1690	5.0	129	525-1900		1900	1900	.55	.035		770		1-Strom	Scin	M	2				21⅞	54¾	54¾	Radial	Radial
Pratt & Whit Hornet C	Radial	Air	9-61/8x63/8	1690	5.0	123	500-1900		1900	1900	.55	.035		770		1-Strom	Scin	M	2				21⅞	54¾	54¾	Radial	Radial
Pratt & Whit Hornet G	Radial	Air	9-61/8x63/8	1690	5.0	123	500-1900		1900	950	.55	.035		830		1-Strom	Scin	M	2				24⅛	54¾	54¾	Radial	Radial
Ryan.....Siemens 5*	Radial	Air	5-3.94x4.72	287	5.6	110.5	70-1750	75-1850			.50	.022		258	3.68	1-Sum	Own	M	2			34	40½		Radial	Radial
Ryan.....Siemens 7*	Radial	Air	7-3.94x4.72	402	5.6	108	96-1750	102-1850			.50	.022		328	3.40	2-Sum	Own	M	2			32	40½		Radial	Radial
Ryan.....Siemens 9*	Radial	Air	9-3.94x4.72	517	5.6	109.5	125-1750	132-1850			.50	.022		382	3.05	2-Sum	Own	M	2			32	40½		Radial	Radial
Szekely.....S R-3	Radial	Air	3-41/8x43/4	190	4.8		40-1800		1800		.58	.029		153	3.8	1-Zenith	Bos	M	2	None	No				Radial	Radial
Tips & Smith.....ZR1	Radial	Air	9-41/8x51/2	667	5.1		120-1450	130-1600	1450	1450			9	325		1-Zenith		M	1	None	No	39	37¼	37¼	Radial	Radial
Tips & Smith.....ZS2	Radial	Air	9-41/8x51/2	667	5.2		125-1450	135-1650	1450	1450			10	340		1-Zenith		M	2	None	No	39½	37¼	37¼	Radial	Radial
Velie.....M 5	Radial	Air	5-41/8x33/4	251	5.2		45-1750	62-2000	1750	1750	.55	.025	4	225	3.63	1-Strom	Scin	M	2	Ecl	EM	27	32	32	Radial	Radial
Velie.....L-9	Radial	Air	9-41/2x41/2	644	5.2		160-1800	180-1900	1800	1800	.55	.035		477	2.66	1-Strom	Scin	M	2	Ecl	EM	37	43	43	Radial	Radial
Warner.....Scarab	Radial	Air	7-41/4x41/4	422	5.2	112	110-1850	122-1950	1850	1850	.5	.01	6½	270	2.45	1-Strom	Scin	M	2			29	35½	12¾	Radial	Radial
Wright.....J-5	Radial	Air	9-41/2x51/2	787	5.2	125	200-1800	220-1800	1800	1800	.53	.025	17½	510	2.3	1-Strom	Scin	M	2	Opt	Opt	18 7/32	45		Radial	Radial
Wright.....R 1750	Radial	Air	9-6x67/8	1750	5.0	130	525-1900	540-1900	1900	1900	.55	.035	48	760	1.4	1-Strom	Scin	M	2	Opt	Opt	18½	53½		Radial	Radial
Wright.....R-975	Radial	Air	9-51/2x51/2	972	5.1	127	300-2000	315-2000	2000	2000	.55	.035	27½	505	1.6	1-Strom	Scin	M	2	Opt	HC	20⅞	45		Radial	Radial
Wright.....R-760	Radial	Air	7-5x51/2	756	5.1	127	225-2000	239-2000	2000	2000	.55	.035	21.7	440	1.8	1-Strom	Scin	M	2	Opt	HC	20⅞	45		Radial	Radial
Wright.....R-540	Radial	Air	5-5x51/2	540	5.1	128	150-1800	158-1800	1800	1800	.55	.035	14½	380	2.4	1-Strom	Scin	M	2	Opt	HC	20⅞	45		Radial	Radial
BRITISH																										
ABC Scorpion..MK II	Horiz	Air	2-4.01x3.6	91	6.1	134	34-2300	39-2650	2300	2300	.50	.40	2	110	2.79	1-Zenith	BTH	M	1		PS	18	26	32		
ABC Hornet	Horiz	Air	4-4.01x4.8	243	5.6	132	75-1875	82-2075	1875	1875	.51	.35	6	220	3.0	1-Zenith	BTH	M	1		PS	25½	30	39		
ADC Cirrus..MK III	Vert	Air	4-4.33x5.12	302	5.4	119	85-1900	95-2100	1900	1900	.54	.127	5	280	3.3	1-Clau	BTH	M	2			46	36.1	20	18.5	21.3
§Armstrong S Genet E	Radial	Air	5-4x4	251	5.2	116	65-1850	75-2035	1850	1850	.46	.20		200	3.0	-Clau	Watf	M	2		HM°	15¾	33¼		Radial	Radial
§Armst' S. Mongoose 2	Radial	Air	5-5x51/2	540	5.0	120	135-1700	153-1870	1700	1700	.46	.20		360	2.65	-Zenith	Watf	M	2		HM°	20	45½		Radial	Radial
§Armstrong S. Lynx IV	Radial	Air	7-5x51/2	756	5.0	118	180-1620	200-1780	1620	1620	.46	.20		495	2.75	-Zenith	BTH	M	2		Gas°	20½	45½		Radial	Radial
§ArmstrongS. JaguarIV	Radial	Air	14-5x51/2	1512	5.0	123	385-1700	440-1870	1700	1700	.46	.20		780	2.0	-Own	BTH	M	2		Gas°	25½	45½		Radial	Radial
§Armst'g S. JaguarIVS	Radial	Air	14-5x51/2	1512	5.0	123	385-1700	440-1870	1700	1700	.46	.20		810	2.1	-Clau	BTH	M	2		Gas	25½	45½		Radial	Radial
Bristol Jupiter...VIA	Radial	Air	9-53/4x71/2	1753	6.3		415-1700	520-1870	1700	1700	.5	.03	28	720	1.38	1-Own	BTH	M	2	Own	CA	20.5	54½		Radial	Radial
Bristol Jupiter...VIAM	Radial	Air	9-53/4x71/2	1753	5.3		440-1700	485-1870	1700	1700	.5	.03	30	720	1.48	1-Own	BTH	M	2	Own	CA	20.5	55		Radial	Radial
Bristol Jupiter.....VII	Radial	Air	9-53/4x71/2	1753	5.3		420-1775	475-1950	1775	1775	.52	.03	30	760		1-Own	BTH	M	2	Own	CA	20.5	55		Radial	Radial
Bristol Jupiter....VIII	Radial	Air	9-53/4x71/2	1753	5.8		440-2000	550-2200	2000	1000	.51	.03	31	880	1.6	1-Own	BTH	M	2	Own	HC°	28.6	54½		Radial	Radial
Bristol Jupiter.....IX	Radial	Air	9-53/4x71/2	1753	5.3		485-2000	525-2200	2000	1000	.51	.03	34	880	1.67	1-Own	BTH	M	2	Own	HC°	28.6	55		Radial	Radial
Bristol Titan.....III	Radial	Air	5-53/4x61/2	844	5.3		225-1700	245-1870	1700	1700	.5	.02	15	505	2.06	1-Own	BTH	M	2	Own	HC	21.7	50		Radial	Radial
Napier Lion.....V	W	Wat	12-51/2x51/8	1461	5.8	122	450-2000	502-2200	2000	1318	.53	.02	31	950	2.1	2-Own°	BTH	M	2	Own	HM	57	36	42	26¼	17 3/32
Napier Lion.....VIII	W	Wat	12-51/2x51/8	1461	6.25	121	525-2350	567-2585	2350	2350	.53	.02	36	920	1.75	2-Own	BTH	M	2	Own	HM	61	39	42	26¼	17 3/32
Napier Lion.....XI	W	Wat	12-51/2x51/8	1461	6.0	122	530-2350	570-2585	2350	1247	.53	.02	36½	990	1.86	1-Own	BTH	M	2	Own	HM	61	39	42	26¼	17 3/32
Rolls Royce Condor.3A	Vee 60	Wat	12-51/2x71/2	2137	6.5	130	665-1900		1900	907	.47	.02	41	1362	2.04	1-Clau	BTH	M	2		Gas	81	45½	31.2		26
Rolls Royce Eagle IX	Vee 60	Wat	12-41/2x61/2	1240	5.22	127	360-1800		1800	1080	.51	.026	25	959	2.68	2-Clau	Watf	M	4	Own	HC	73.0	46.0	32.0		24.0
Rolls Royce...F XII A	Vee 60	Wat	12-5x51/2	1295	6.0	133	490-2250		2250	1422	.47	.01	30	865	1.76	2-Own	BTH	M	2	Own	HC	63.5	36.5	24.4	20.96	20.25
Rolls Royce...F XII A	Vee 60	Wat	12-5x51/2	1295	6.0	133	490-2250		2250	1242	.47	.01	30	865	1.76	2-Own	BTH	M	2	Own	HC	63.5	36.5	24.4	20.96	20.25
Rolls Royce...F XIV A	Vee 60	Wat	12-5x51/2	1295	6.0	133	490-2250		2250	1073	.47	.01	30	865	1.76	2-Own	BTH	M	2	Own	HC	63.5	36.5	24.4	20.96	20.25
FRENCH																										
Anzani.....3A	Radial	Air	3-4.14x4.72	190.5	4.6		35-1500	46-1700	1500	1500				150		1-Zenith	Own	M	2		PS		33.1		Radial	Radial
Anzani.....6A	Radial	Air	6-4.14x4.92	457.3	5.2		80-1600	40-1700	1500	1500				216		1-Zenith	Bos	M	2		PS		35.8		Radial	Radial
Anzani.....10A	Radial	Air	10-4.14x5.71	768.0	5.2		120-1600	140-1700	1500	1500				308		1-Zenith	Own	M	2		PS		42.3		Radial	Radial
Farman.....12WE	Vee 60	Wat	12-5.12x6.3	1556	5.3		550-2250	580-2300	2250	1125	.50	.017		1232	2.2	3-Zenith	Salm	M	2	Own	CA°					
Farman.....18WI	W 50	Wat	18-4.34x4.93	1027	6.0		600-2800	700-3200	2800	1080	.50	.022		1012	1.69	3-Zenith	Own	B	3	Own	EM					
Farman.....9EA	Radial	Air	9-4.54x4.74	690.6	5.8		250-2600	280-2700	2600	1300	.50	.024		484	1.71	2-Zenith	Own	B	1	Own	EM				Radial	Radial
Gnome & Rhone9AKX	Radial	Air	9-5.66x7.36	1756	5.3		480-2000		2000	1000	.503	.044	40.9	857	1.8	-Trip	SEV	M	2			51.2	55.7	55.7	Radial	Radial
Gnome & Rhone..5Ba	Radial	Air	5-5.66x6.4	908.3	5.3		240-1700		1700	1700	.484	.11	17.8	506	2.1	-Own°	SEV	M	2			42.8	51.8	51.8	Radial	Radial
Gnome & Rhone..9Aex	Radial	Air	9-5.66x7.36	1756	5.3		480-2000		2000	2000	.484	.039	39.6	763	1.56	-Trip	SEV	M	2			41.6	56.9	56.9	Radial	Radial
Gnome & Rhone..9Ae	Radial	Air	9-5.66x7.36	1756	6.5		480-2000		2000	2000	.484	.039	39.6	770	1.7	-Trip	SEV	M	2			41.6	55.7	55.7	Radial	Radial
Gnome&Rhone Jupiter	Radial	Air	9-5.66x7.36	1756	5.3		467-1950		1950	1335	503	.044	32.5	798		-Trip	SEV	M	2			47.0	55.7	55.7	Radial	Radial
Hispano S.....8Ab	Vee 90	Wat	8-4.72x5.12	718.8	4.7		180-1800	235-2100	1800	1800	.507	.026		429		2-Solex	Scin°	M	2	Viet°	CA	52 0	32.7	33.1	19.77	
Hispano S.....8Fb	Vee 90	Wat	8-5.51x5.91	1127	5.3		300-1800	345-2100	1800	1800	.507	.026		594		1-Solex	Scin°	M	2	Viet°	CA	59.2	39.4	35.3	21.27	
Hispano S.....8Fe	Vee 90	Wat	8-5.51x5.91	1127	5.5		330-1870	370-2100	1870	1870	.495	.026		605		1-Solex	SEV°	M	2	Viet°	CA	60.3	39.4	35.3	21.27	
Hispano S.....12Ta	Vee 60	Wat	12-4.72x5.91	1241	5.3		350-1800	390-2100	1800	1800	.501	.020		781		6-Own	SEV°	M	2	Viet°	CA	73.2	34.5	27.0	20.66	
Hispano S.....12T6	Vee 60	Wat	12-4.72x5.91	1241	6.0		400-2000	465-2100	2000	2000	.484	.020		781		6-Own	Salm°	M	2	Viet°	CA	73.2	34.5	27.0	20.66	
Hispano S.....12Ga	W 60	Wat	12-5.51x5.91	1690	5.3		450-1800	535-2100	1800	1800	.501	.020		858		6-Own	Salm°	M	2	Viet°	CA	65.1	40.3	44.9	26.24	
Hispano S.....12Gb	W 60	Wat	12-5.51x5.91	1690	6.0		500-2000	610-2100	2000	2000	.484	.020		858		6-Own	Salm°	M	2	Viet°	CA	65.1	40.3	44.9	26.44	

Airplane Engines—Continued

ENGINE MAKE AND MODEL	Type	Cooled by	No. of Cyls. Bore and Stroke (Ins.)	Piston Displacement	Compression Ratio	B. M. E. P.	Rated B.H.P. and R.P.M.	Maximum B.H.P. at R.P.M.	Crankshaft Normal R.P.M.	Propeller Normal R.P.M.	Fuel Consumption Lbs. B.H.P. Hr.	Oil Consumption Lbs. B.H.P. Hr.	Fuel Consumption Gals. Hr. (Approx.)	Weight, Dry (Lbs.)	Weight H.P. (Lbs.)	Carburetors Number and Make	IGNITION Make	IGNITION Type	IGNITION Number	STARTER Make	STARTER Type	INSTALLATION DIMENSIONS (Ins.) Length	Height †	Width †	Height Above Engine Bearers Above Engine Bed	Center to Center of Engine Bearers
Hispano S.....12Ha	Vee 60..	Wat	12-5.51x5.91	1690	5.3	....	450–1800	540–2100	1800	1800	.501	.020	....	913	....	6-Own...	Salm°..	M..	2	Viet°..	CA..	78.2	35.4	28.8	21.82	.....
Hispano S.....12Hb	Vee 60.	Wat	12-5.51x5.91	1690	6.0	....	500–2000	615–2100	2000	2000	.484	.020	....	913	....	6-Own...	Salm°..	M..	2	Viet°..	CA..	78.2	35.4	28.8	21.82	.....
Hispano S.....12Hbr	Vee 60.	Wat	12-5.51x5.91	1690	6.0	....	500–2000	590–2100	2000	1000	.495	.020	....	1012	....	6-Own...	Salm°..	M..	2	Viet°..	CA..	74.4	35.4	28.8	21.82	.....
Hispano S.....12Kb	W 60..	Wat	12-5.51x6.70	1917	6.0	....	600–2000	635–2100	2000	2000	.484	.020	....	913	....	6-Own...	Scin°..	M..	2	Viet°..	CA..	70.6	40.0	46.6	27.02	.....
Hispano S.....12Lb	Vee 60.	Wat	12-5.51x6.70	1917	6.0	....	600–2000	660–2100	2000	2000	.484	.020	....	946	....	6-Own...	Scin°..	M..	2	Viet°..	CA..	72.9	40.5	49.7	22.69	.....
Hispano S.....12Lbr	Vee 60.	Wat	12-5.51x6.70	1917	6.0	....	600–2000	640–2100	2000	1000	.495	.020	....	1045	....	6-Own...	Scin°..	M..	2	Viet°..	CA..	76.3	40.5	29.7	22.69	.....
Hispano S.....6Pa	Vert...	Wat	6-4.33x5.51	486.9	5.5	....	100–1800	150–2100	1800	1800	.484	.008	....	352	....	3-Own...	Salm°..	M..	2	Viet°..	CA..	53.6	40.2	21.1	22.57	.....
Hispano S.....6Mb	Vert...	Wat	6-5.12x6.70	1188	6.0	....	250–2000	300–2100	2000	2000	.484	.007	....	550	....	3-Own...	SEV°	M..	2	Viet°..	CA..	.....	41.7	21.1	25.09	.....
Hispano S.....6Mbr	Vert...	Wat	6-5.12x6.70	1188	6.0	....	250–2000	290–2100	2000	1000	.495	.007	....	638	....	3-Own...	SEV°	M..	2	Viet°..	CA..	65.7	41.7	21.1	25.09	.....
Hispano S.....12Mb	Vee 60.	Wat	12-5.12x6.70	2375	6.0	....	500–2000	580–2100	2000	2000	.484	.011	....	880	....	6-Own...	SEV°	M..	2	Viet°..	CA..	70.2	39.8	28.2	22.06	.....
Hispano S.....12Mbr	Vee 60.	Wat	12-5.12x6.70	2375	6.0	....	500–2000	570–2100	2000	1000	.495	.011	....	979	....	6-Own...	SEV°	M..	2	Viet°..	CA..	71.3	39.8	28.2	22.06	.....
Hispano S.....12Nb	Vee 60.	Wat	12-5.91x6.70	2205	6.0	....	650–2000	760–2100	2000	2000	.484	.011	....	1001	....	6-Own...	SEV°	M..	2	Viet°..	CA..	71.1	40.7	31.5	22.93	.....
Hispano S.....12Nbr	Vee 60.	Wat	12-5.91x6.70	2205	6.0	....	650–2000	740–2100	2000	1000	.495	.011	....	1100	....	6-Own...	SEV°	M..	2	Viet°..	CA..	77.2	40.7	31.5	22.93	.....
Lorraine.....15 2	Vee 90.	Wat	8-4.72x6.90	966	5.2	....	270–1650	.....	1650	1650	.528	.033	....	638	3.56	2-Zenith.	SEV...	M..	2	Viet...	HM..	49.0	74.9	41.0	.....	.....
Lorraine.....13-5	Vee 60.	Wat	12-4.72x6.69	1407	5.4	....	400–1700	410–1700	1700	1700	.506	.030	....	905	2.31	2-Zenith°	SEV...	M..	2	Viet...	HM..	64.2	40.5	31.3	.....	.....
Lorraine.....14-6	W 60...	Wat	12-4.72x7.09	1490	6.0	....	450–1850	470–1850	1850	1850	.506	.011	....	859.5	1.91	2-Zenith.	SEV°	M..	2	Viet...	HM..	54.6	44.5	47.6	.....	.....
Lorraine.....41	W 60...	Wat	12-4.72x7.09	1490	6.0	....	450–1900	490–1900	1900	1230	.506	.011	....	941	2.09	2-Zenith.	SEV°	M..	2	Viet...	HM..	60.0	44.5	47.6	.....	.....
Lorraine.....14-7	W 60...	Wat	12-4.72x7.09	1490	6.5	....	480–2000	505–2000	2000	2000	.506	.011	....	852	1.78	2-Zenith.	SEV...	M..	2	Viet...	HM..	54.6	44.5	47.6	.....	.....
Lorraine.....28-4	W 40...	Wat	18-4.72x7.09	2234	6.0	....	650–1850	690–1850	1850	1850	.506	.017	....	1222	1.91	4-Zenith.	Salm...	M..	2	Viet...	HM..	84.1	40.2	36.2	.....	.....
Lorraine.....46	W 40...	Wat	18-4.72x7.09	2234	6.0	....	650–2000	740–2000	2000	1295	.506	.017	....	1366	2.10	4-Zenith.	Salm...	M..	2	Viet...	HM..	84.1	42.5	36.2	.....	.....
Lorraine.....49-2	Radial..	Air..	5-4.92x5.51	524	5.0	....	100–1350	110–1350	1350	1350	.484	.017	....	330	3.3	1-Zenith.	Ducel.	M..	2	Viet...	HM..	37 7	44.6	36.2	Radial..	Radial..
Lorraine.....47-3	Radial..	Air..	7–5 3x5 9	927 .2	5.0	....	230–1800	270–1800	1800	1800	.55	.033	....	605	2.57	1-Zenith.	Ducel.	M..	2	Viet...	HM..	45.9	48.9	36.2	Radial..	Radial..
Lorraine.....42-2	Radial..	Air..	14-5.3x5.9	1832	5.0	....	420–1800	535–1800	1800	1800	.528	.026	....	958	2.06	1-Zenith.	Ducel.	M..	2	Viet...	HM..	52.5	48.9	36.2	Radial..	Radial..
Panhard & Lev....12L	Vee 60.	Wat	12-5.51x6.70	1960	5.4	....	500–	550–	.....	.....	.....	.....	.....	1012	2.05	2-Own...	.....	M..	2	.....	.....	59.2	28.9	28.9	.....	.....
Renault.....12 Ja	Vee 60..	Wat	12-4.92x6.70	1528	5.6	133.4	450–1800	470–1800	1800	1800	.484	.022	....	814	1.73	2-Zenith.	SEV...	M..	2	Viet...	CA..	63.1	42.0	33.2	24.4	15.4
Renault.....12 Jb	Vee 60.	Wat	12-4.92x6.70	1528	5.6	129.2	500–2020	507–2020	2020	1080	.484	.022	....	902	1.76	2-Zenith.	SEV...	M..	2	.....	.....	66.0	42.0	33.2	24.4	15.4
Renault.....12 Kg	Vee 60.	Wat	12-5.27x7.09	1955	5.6	129.8	550–1800	565–1800	1800	1800	.484	.022	....	1045	1.85	4-Zenith.	SEV...	M..	2	.....	.....	72.3	44.8	35.4	27.0	15.9
Renault.....12Kb	Vee 60.	Wat	12-5.27x7.09	1955	5.6	129.2	570–1900	592–1900	1900	1080	.484	.022	....	1155	1.92	4-Zenith.	SEV...	M..	2	.....	.....	73.4	44.8	35.4	27.0	15.9
Renault.....12Mc	Vee 60.	Wat	12-6.3x7.09	2652	5.3	127.8	750–1800	780–1800	1800	1800	.495	.022	....	1342	1.71	4-Zenith.	SEV...	M..	2	.....	.....	76.8	45.3	38.6	26.7	17.1
Renault.....12Md	Vee 60.	Wat	12-6.3x7.09	2652	5.3	124.9	750–1900	810–1900	1900	950°	.495	.022	....	1452	1.79	4-Zenith.	SEV...	M..	2	.....	.....	79.4	45.3	38.6	26.7	17.1
GERMAN																										
Siemens & H...Sh 11	Radial..	Air..	7–3.94x4.72	402	5.6	....	89–1500	96–1750	1575	1575	.528	.026	....	326	3.38	2-Own...	Scin....	M..	2	Bos...	EM..	32.1	40.5	....	Radial..	Radial..
Siemens & H...Sh 12	Radial..	Air..	9–3.94x4.74	517	5.6	....	108–1500	125–1750	1575	1575	.528	.026	....	381	3.03	2-Own...	Own....	M..	2	Bos...	EM..	32.1	40.5	....	Radial..	Radial..
Siemens & H...Sh 13	Radial..	Air..	5–4.14x4.74	317	5.6	....	68–1500	82–1750	1575	1575	.528	.026	....	246	3.01	1-Own...	Own....	M..	2	Bos...	EM..	33.8	39.3	....	Radial..	Radial..
Siemens & H...Sh 14	Radial..	Air..	7–4.14x4.74	443	5.6	....	95–1500	115–1750	1575	1575	.528	.026	....	308	2.68	2-Own...	Own....	M..	2	Bos...	EM..	32.1	39.3	....	Radial..	Radial..
Siemens & H..Jupiter	Radial..	Air..	9–5.75x7.5	1746	5.3	....	420–1730	490–1870	1730	1730	.528	.044	....	812	1.65	1-Zenith.	Bos....	M..	2	Bos...	CA..	30.2	55.7	....	Radial..	Radial..
Siemens & H..Jupiter	Radial..	Air..	9–5.75x7.5	1746	5.3	....	430–1930	510–2100	1930	965	.528	.044	....	933	1.82	1-Zenith.	Bos....	M..	2	Bos...	CA..	51.8	55.7	....	Radial..	Radial..
ITALIAN																										
Fiat.....A20	Vee 60..	Wat	12-4.58x5.91	1159	5.7	143.4	410–2060	460–2300	2060	2060	.052	.033	31	748	....	2-Own...	Mar...	M..	2	Own...	CA..	57.2	33.3	25.6	21.65	.....
Fiat.....A20 AQ	Vee 60.	Wat	12-4.58x5.91	1159	8.0	154.9	410–2060	540–2400	2060	2060	.052	.033	31	748	....	2-Own...	Mar...	M..	2	Own...	CA..	57.2	33.3	25.6	21.65	.....
Fiat.....A22	Vee 60.	Wat	12-5.31x6.3	1703	5.5	139.	570–1900	620–2100	1900	1900	.051	.033	36	976.8	....	2-Own...	Mar...	M..	2	Own...	CA..	62.9	37.6	28.4	24.6	.....
Fiat.....A22 R	Vee 60.	Wat	12–5.31x6.3	1703	5.5	135	580–2100	600–2200	2100	1100	.051	.033	36	1112	....	2-Own...	Mar...	M..	2	Own...	CA..	68.8	37.6	28.4	24.6	.....
Fiat.....A22 AQ	Vee 60.	Wat	12–5.31x6.3	1703	7.5	160.5	570–1900	740–2200	1900	1900	.051	.033	36	1112	....	2-Own...	Mar...	M..	2	Own...	CA..	62.9	37.6	28.4	24.6	.....
Fiat.....A25	Vee 60.	Wat	12–6 7x7.88	3374	5.25	133.5	950–1700	1000-1400	1700	1700	.052	.044	61	1850	....	3-Own...	Mar...	M..	2	Own...	CA..	92.2	46.7	36.0	29.95	.....
Fiat.....AS3	Vee 60.	Wat	12–5.71x6.9	2145	7.0	151.3	.....	1000-2500	2500	2500	.052	.033	76	869	.869	2-Own...	Own....	M..	2	Own...	CA..	63.0	39.5	28.4	24.3	.....
Fiat.....A50	Radial..	Air..	7–3.94x4.74	401.9	5.0	109.3	85–1500	90–1600	1500	1500	.051	.044	6.3	262	....	1-Zenith.	Own....	M..	2	.....	.....	30.6	....	35.4	Radial..	Radial..
Isotta Fraschini...500	Vee 60.	Wat	12-5.52x5.92	1690	5.5	128	500–1850	543–2000	1850	1850	.484	.026	40	935	1.72	4-Zenith.	Mar....	M..	2	.....	CA..	79.5	37.2	32.0	22.38	15.75
Isotta Fraschini...200	Vert...	Wat	6–5.52x6.31	901.5	5.65	131	240–1600	290–2000	1600	1600	.484	.026	19	616	2.12	2-Zenith.	Mar....	M..	2	Own...	CA..	71.7	40.0	21.9	25.75	16.50
Isotta Fraschini...750	W.....	Wat	18-5.52x6.70	2886	5.65	132	750–1700	885–1800	1700	1700	.484	.026	60	1408	1.59	6-Zenith.	Mar....	M..	2	Own...	CA..	80.5	42.0	39.6	28.25	22.00
Isotta Fraschini..1000	W.....	Wat	18-5.92x7.1	3942	5.3	128	1000-1600	1100-1750	1600	1600	.484	.033	80	1730	1.61	6-Zenith.	Mar....	M..	2	Own...	CA..	86.5	43.5	41.6	29.5	16.5
Isotta Fraschini...100	Vert...	Wat	6–4.73x5.12	538	5.7	126.1	100–1400	120–1600	1400	1400	.484	.026	6.4	242	2.02	2-Zenith.	Mar....	M..	2	Own...	HC..	56.5	33.0	80.9	20.25	15.00
Isotta Fraschini...RI	Vee 60.	Wat	12-5.52x5.92	1690	5.5	126.1	560–2050	.....	2050	1350	.484	.026	40	1067	1.91	2-Zenith.	Mar....	M..	2	Own...	CA..	83.5	37.2	32	22.37	15.75
Isotta Fraschini...80T	Vert...	Air..	6–3.94x5.51	403	5.7	129.	80–1400	95–1600	1400	1400	.506	.026	7	242	2.53	2-Zenith.	Mar....	M..	2	Own...	HC..	51	33	18.2	20.25	15.
Isotta Fraschini.Caccia	Vee 60.	Air..	12-4.92x5.51	1257	5.7	132	430–2250	500–2600	2250	2250	.506	.026	40	704	1.41	4-Zenith.	Mar....	M..	2	Own...	CA..	65	39.8	27.6	20.25	15.75
CZECHO-SLOVAKIAN																										
Walter.....60	Radial..	Air..	5–4 14x4 72	317 .2	4.5	....	60–1400	70–1600	1400	1400	.506	.035	....	224	3.74	1-Solex..	Scin....	M..	2	Bos°..	HM..	31.4	37.0	....	Radial..	Radial..
Walter.....85	Radial..	Air..	7–4.14x4.72	445.	4.5	....	85–1400	90–1500	1400	1400	.506	.035	....	279	3.94	1-Zenith.	Scin....	M..	2	Scin°..	HM..	20.7	37.0	....	Radial..	Radial..
Walter.....120	Radial..	Air..	9–4.14x4.72	573 .4	4.5	....	120–1550	130–1650	1550	1550	.506	.035	....	352	2.92	1-Zenith.	Scin....	M..	2	Bos°..	HM..	20.7	39.0	....	Radial..	Radial..
Walter.....Castor	Radial..	Air..	7–5.31x6.59	1037	6.0	....	240–1750	340–2000	1750	1750	.48	.035	....	546	2.27	1-Zenith.	Scin°..	M..	2	Scin°..	HM..	28.4	46.5	....	Radial..	Radial..
Walter.....III	Vert...	Wat	6–5.90x7 09	1159	6.3	....	185–1360	270–1400	1360	1360	.48	.035	....	631	3.3	1-BMW.	Bos....	M..	2	Bos°..	HM..	62 .2	41 .4	19.6	.....	.....
Walter.....IV	Vert...	Wat	6–6.29x7.49	1391	7.2	....	240–1400	320–1400	1400	1400	.48	.035	....	682	2.84	1-BMW.	Bos....	M..	2	Scin°..	HM..	64.5	41 .8	19.6	.....	.....
Walter.....Jupiter	Radial..	Air..	9–5.96x7.49	1745	6.57	....	420–1750	512–1750	1750	1750	495	.042	....	803	1.91	1-Trip..	Scin....	M..	2	Bos°..	HM..	28.9	55.2	....	Radial..	Radial..

ABBREVIATIONS:

†—Outside diameter of Cyls. for radial engines
°—Others also.
*—Engine of foreign mfr.
§—1928 Specifications.
A-M—Aero-Marine.
B.—Battery.
Berl—Berling.
BM—Battery and Magneto.
Bos—Bosch.
B.T.H.—British Thompson Houston.
CA—Compressed Air.
Clau—Claudel.
d—Dual
D-R—Delco Remy.
Ducel—Ducellier.
Ecl—Eclipse Bendix.
EM—Electric Motor
Ens—Ensign.
H—Hexagonal.
HC—Hand crank.
Hey—Heywood.
HM—Hand Magneto.
Horiz—Horizontal.
Imp—Impulse.
In—Inertia.
In V—Inverted V.
In W—Inverted W.
M—Magneto.
Mar—Marelli.
Opt—Optional.
Prod—Products
PS—Propeller Swing.
Salm—Salmson.
Scin—Scintilla.
Siem—Siemens.
Split—Splitdorf.
Strom—Stromberg.
Trip—Triplex.
Var—Various.
Vert—Vertical.
W—3 banks of Cylinders.
Wat—Water.
Watf—Watford.
Winfd—Winfield.
X—4 banks of cylinders.

STANDARD signs for use on the United States Highway System were adopted by the Joint Board of Interstate Highways in September, 1925, and since that time, according to a check made by the United States Bureau of Public Roads, 28 states have completed the marking of the system within their borders. The signs are of two general classes—danger and caution signs, and standard route markers.

Arkansas, Oregon, Connecticut, South Carolina, Louisiana, Delaware, Nevada, and Idaho have marked 75 to 99 per cent of the roads. The 28 states which have completed the task are: Arizona, Georgia, Illinois, Indiana, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Dakota, Vermont, Virginia, West Virginia, Wisconsin, Wyoming.

1928 Automotive Exports Reach Record-Breaking Value

American products worth $661,956,115 are shipped to other countries. 658,498 cars and trucks are sold abroad. Forty foreign assembly plants now operating.

By George E. Quisenberry
Editor, The American Automobile (Overseas Edition)

AUTOMOTIVE exports from the United States and Canada attained new records in both volume and value during 1928 with foreign shipments of cars, trucks, tires, parts, equipment and other products having a combined value of $661,956,115. Total shipments of cars and trucks to more than 100 countries and territories in all parts of the globe were 658,498, over 25 per cent more than were exported during 1927.

Exports of cars and trucks in 1925, with Ford plants all over the world working full-time, were about 522,000 but during 1928, with Ford plants outside this country and Canada shut down for a large of the year, nearly 140,000 more units were exported.

For the first time this year a new classification of exports has been used which permits the separation of parts, accessories and service equipment into a number of individual items. No comparison with previous years is possible for the detail items but shipments of all items from the United States during 1928 were nearly $50,000,000 greater in value than in 1927.

Increased foreign sales were distributed fairly uniformly among all markets and, with the exception of Ford, was shared in by all makers to a large extent. Foreign assembly plants increased to 40, including the addition of two by General Motors Corp. Total foreign sales of vehicles of U. S. design—including Canadian output as well as United States exports—reached the enormous total of over 800,000 vehicles.

As was true in 1927, Australia was again the leading foreign market for motor vehicles of American design although she took fewer vehicles during 1928 than during 1927. Argentina was close second last year, much closer than in 1927, with Brazil in third place as she was in 1927.

With the exceptions of Australia, in the first place, and Denmark, in the last place of our list of leading export markets, shipments during 1928 were ahead of 1927 to every country. In some the increase was surprisingly large as, for instance, to Sweden where 1928 exports were over 300 per cent greater than during 1927 and to New Zealand and Mexico where 1928 exports were over 100 per cent better than 1927.

In general, both Europe and South America are increasing their automotive purchases yearly and American manufacturers are getting a very substantial share of the business.

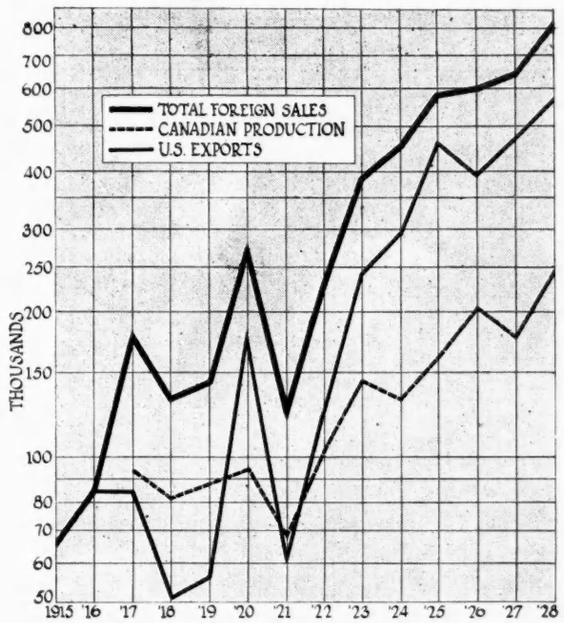
Total Exports and Foreign Assemblies—U. S.

	Total Exports	Total Foreign Assembly Sales
1913	28,486	.....
1914	27,574	.....
1915	67,373	.....
1916	85,364	.....
1917	85,092	.....
1918	51,260	.....
1919	56,389	.....
1920	177,297	.....
1921	60,739	19,296
1922	125,880	45,444
1923	240,091	75,985
1924	293,115	116,148
1925	428,564	152,262
1926	393,600	145,774
1927	462,880	192,981
1928	582,277	229,000

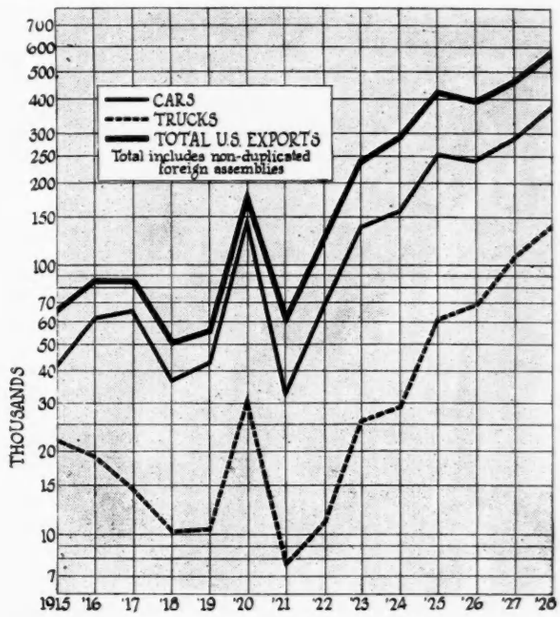
How U.S. and Canadian Exports Were Distributed to Major Markets—1928

Country	Cars	Trucks	Total 1928	Total 1927
Australia	49,572	20,150	69,722	73,600
Argentina	42,764	15,856	58,620	46,474
Brazil	23,380	14,311	37,691	26,035
South Africa	25,365	7,691	33,056	25,960
British India	14,740	12,468	27,208	17,075
Belgium	19,523	5,629	26,152	17,965
United Kingdom	18,399	7,051	25,450	23,901
Sweden	18,229	6,950	25,179	6,811
New Zealand	15,772	3,022	18,794	8,415
Mexico	12,861	3,274	16,135	7,839
Germany	12,639	2,758	15,397	9,474
Spain	9,610	4,460	14,070	10,721
Denmark	8,900	4,472	8,900	22,484

Total Foreign Sales



Total U. S. Exports



Export Shipments by Value

	1928	1927	1926	Increase 1928/27 Per Cent
Passenger Cars—				
From United States	$263,574,394	$207,966,456	$176,481,302	26.5
From Canada	25,179,991	22,156,871	25,779,659	13.
Total Passenger Cars	$288,754,385	$230,123,327	$202,260,961	25.
Motor Trucks				
From United States	$91,321,468	$70,123,600	$47,079,424	30.
From Canada	8,696,324	6,274,406	6,957,242	38.5
Total Motor Trucks..	$100,017,792	$76,398,006	$54,036,666	31.
Total Cars and Trucks	$388,772,177	$306,521,333	$256,297,627	26.
Tires—				
From U. S., total..	$38,945,410	$40,254,722	$30,839,589	*3.
Casings	33,066,491	33,749,013	24,358,907	*2.
Inner tubes	3,797,836	3,499,317	3,024,177	8.
Solid	2,081,083	3,006,392	3,457,505	*31.
From Canada, total..	$19,703,247	$20,495,892	$17,524,940	*4.
Casings	16,735,971	16,913,065	14,645,309	*1.
Inner tubes	2,605,729	3,143,901	2,567,105	*17.
Solid	361,547	438,926	312,526	*17.
Total Tires	$58,648,657	$60,750,614	$48,364,529	*3.5
Motorcycles	$4,402,576	$4,373,808	$4,915,949	.5
Tractors	44,230,835	34,539,993	30,485,519	28.
Cars and trucks, elec.	216,944	207,040	155,668	5.
Automobile engines.	13,026,143	10,685,495	12,522,189	19.
Marine engines	3,099,840	2,056,081	1,721,726	51.
Trailers	396,403	419,172	339,987	*5.5
Storage batteries...	3,400,948	3,673,003	3,443,421	*7.
Parts, Accessories and Service Equip.—				
From Canada	$2,152,082	$3,434,465	$5,485,486	*37.
From United States	143,599,550	99,335,620	83,927,732	..
Accessories, automotive	$7,683,138	.....	.....	..
Parts for assembly	62,420,537	.....	.....	..
Parts for replacement	60,333,587	.....	.....	..
Ignition parts	1,079,941	.....	.....	..
†Service and Garage Equipment	2,258,318	.....	.....	..
Tire Service Equipment	1,154,813	.....	.....	..
Gas and Oil Pumps	3,972,109	.....	.....	..
Battery Chargers...	289,439	.....	.....	..
Shock Absorbers ...	1,253,992	.....	.....	..
Bumpers	344,228	.....	.....	..
Spark Plugs	1,417,790	.....	.....	..
Brake Lining	1,421,658	.....	.....	..
Grand Total	$661,956,155	$535,197,305	$456,425,702	23.5

* Decrease.
† Not including air compressors, electrical tools, small hand tools, etc.

Export Shipments by Units

	1928	1927	1926	Increase 1928-1927, Per Cent	Unit Value 1928	Unit Value 1927
Passenger Cars—						
From U. S.	368,328	278,748	238,481	32.0	$715.00	$743.00
From Canada	55,612	39,900	53,628	39.0	451.00	551.00
Total passenger cars	423,940	318,648	292,109	33.0	$682.00	$723.00
Motor Trucks—						
From U. S.	138,782	105,447	66,775	31.5	$660.00	$665.00
From Canada	23,776	17,510	20,692	35.5	366.00	358.00
Total motor trucks.	162,558	122,957	87,467	32.0	$615.00	$619.00
Total cars and trucks	586,498	441,605	379,576	33.0	....	....
Branch Assemblies (not otherwise reported)—						
Cars and trucks..	72,000	80,000	157,500	..	....	....
Grand Total of Cars and trucks..	658,498	521,605	537,076	26.0	....	....
Tires—						
From United States:						
Casings	2,692,896	2,629,857	1,497,132	2.0	$12.28	$12.85
Inner tubes	1,806,076	1,627,179	1,127,175	10.0	2.10	2.15
Solid	63,056	96,923	98,122	*35.0	32.97	30.90
From Canada:						
Casings	1,674,553	1,679,126	1,520,070	..	$10.00	$10.09
Inner tubes	1,550,085	1,796,619	1,135,948	*13.5	1.68	1.75
Solid	12,596	14,473	9,711	*13.0	28.68	30.12
Other Automotive Products—						
Motorcycles	18,934	19,469	22,670	*3.0	$232.00	$226.00
Tractors	53,850	56,562	51,242	*5.0	820.00	636.00
Automobile engines	124,305	97,053	118,428	26.5	105.00	113.00
Trailers	854	928	970	*7.0	464.00	452.00
Storage batteries.	328,196	301,980	283,241	9.0	10.37	12.17
Shock absorbers..	500,551	....	....	..	....	....
Bumpers	67,891	....	....	..	....	....
Gas and oil pumps	97,706	....	....	..	....	....
Battery chargers..	60,356	....	....	..	....	....
Spark plugs 4,550,312		....	....	..	....	....
Brake lining (ft.).7,749,743		....	....	..	....	....

* Decrease.
(Alaska, Porto Rico and Hawaii not included except for tires—8,509 cars and trucks in 1928.)

The information on this page was tabulated from the official 1928 export totals provided to this magazine by the Automotive, Rubber, Electrical and Agricultural Implements divisions, Bureau of Foreign and Domestic Commerce, Washington, D. C., and the Dominion Bureau of Statistics of the Department of Trade and Commerce, Ottawa, Canada, and by The American Automobile.

American Car Exports

COUNTRY	Total 1927	1928 Up to $1,000	1928 $1,000 to $2,000	1928 Over $2,000	Total 1928
EUROPE					
	96	*86*	*51*	*9*	*146*
Austria	$106,327	$47,150	$66,493	$20,084	$133,727
	110	*62*	*8*	*1*	*71*
Azores and Madeira Is.	77,735	33,763	8,620	2,054	44,437
	13,686	*13,437*	*5,241*	*843*	*19,521*
Belgium	12,221,059	7,798,939	6,011,520	2,104,033	15,914,492
	42	*177*	*37*	*1*	*215*
Bulgaria	36,780	94,340	39,133	3,077	136,550
	501	*307*	*172*	*36*	*515*
Czechoslovakia	430,013	189,129	196,343	76,331	461,803
	14,841	*7,441*	*1,298*	*108*	*8,847*
Denmark and Faroe Is.	8,493,038	3,806,930	1,430,393	255,461	5,492,784
	2,430	*1,799*	*1,038*	*175*	*3,012*
Finland	2,403,210	1,119,327	1,158,810	424,699	2,702,836
	1,700	*1,134*	*1,280*	*474*	*2,888*
France	2,222,094	618,506	1,603,637	1,168,017	3,390,160
	8,473	*8,723*	*2,808*	*1,076*	*12,607*
Germany	8,595,179	5,149,014	3,110,697	2,542,810	10,802,521
	1,056	*1,609*	*387*	*39*	*2,035*
Greece	676,179	814,355	412,244	93,586	1,320,185
	324	*455*	*226*	*33*	*714*
Hungary	313,791	263,463	250,430	71,728	585,621
	17	*44*	*26*	*1*	*71*
Iceland	14,226	28,328	34,792	2,560	65,680
	96	*260*	*70*	.....	*330*
Irish Free State	95,078	131,580	76,917	.....	208,497
	849	*1,710*	*737*	*119*	*2,566*
Italy	718,755	914,282	854,799	284,988	2,054,069
	66	*39*	*9*	*1*	*49*
Latvia	72,605	22,094	9,910	2,036	34,040
	47	*48*	*44*	*2*	*94*
Lithuania	44,796	25,629	50,951	5,849	82,429
	58	*96*	*55*	*1*	*152*
Malta, Gozo and Cyprus Is.	49,821	61,606	56,320	2,141	120,067
	2,816	*3,493*	*1,219*	*227*	*4,939*
Netherlands	2,745,505	1,882,428	1,370,733	518,678	3,771,839
	1,321	*840*	*506*	*49*	*1,395*
Norway	1,235,247	581,490	566,302	116,664	1,264,456
	456	*1,311*	*361*	*49*	*1,721*
Poland and Danzig	394,684	722,513	371,457	119,170	1,213,140
	1,291	*1,079*	*447*	*68*	*1,594*
Portugal	918,869	594,501	491,871	163,926	1,250,298
	2,928	*3,359*	*1,060*	*70*	*4,489*
Rumania	1,514,156	1,881,330	1,092,813	160,814	3,134,957
	171	*287*	*102*	*20*	*409*
Russia	139,229	123,910	142,777	58,345	325,032
	7,515	*6,034*	*2,912*	*657*	*9,603*
Spain	7,708,885	3,643,376	3,453,938	1,553,650	8,650,964
	5,651	*14,124*	*3,756*	*346*	*18,226*
Sweden	5,177,551	7,115,666	4,008,302	840,313	11,964,281
	1,171	*1,433*	*1,095*	*179*	*2,707*
Switzerland	1,351,547	1,012,723	1,271,087	389,782	2,673,592
	11,185	*9,535*	*1,109*	*552*	*11,196*
United Kingdom	8,868,034	5,060,867	1,380,425	1,273,932	7,715,224
	285	*561*	*101*	*32*	*694*
Yugoslavia and Albania	241,048	274,468	114,302	81,638	470,408
NORTH AMERICA					
	59	*52*	*16*	.....	*68*
Barbados	51,590	33,132	17,648	.....	50,780
	14	*31*	*2*	.....	*33*
British Honduras	10,611	14,192	1,985	.....	16,177
	168	*241*	*9*	*2*	*252*
British West Indies, Other	90,451	96,441	10,078	3,600	110,119
	34,300	*32,832*	*7,857*	*1,564*	*42,253*
Canada	26,426,826	19,474,252	9,860,696	4,109,969	33,444,917
	342	*139*	*228*	*20*	*387*
Costa Rica	336,924	97,738	250,781	41,051	389,570
	4,483	*4,872*	*922*	*190*	*5,984*
Cuba	3,337,540	2,396,592	1,154,793	499,020	4,050,405
	1,040	*969*	*255*	*56*	*1,280*
Dominican Republic	719,384	561,757	267,376	136,018	965,151
	33	*130*	*15*	*1*	*146*
French West Indies	16,969	74,414	7,047	1,861	83,322
	345	*130*	*203*	*86*	*419*
Guatemala	429,766	75,131	242,071	190,374	507,576
	146	*156*	*86*	*2*	*244*
Haitian Republic	135,561	94,949	90,087	3,614	188,650
	67	*64*	*4*	*7*	*75*
Honduras	47,011	38,821	4,460	18,645	61,926
	538	*534*	*111*	*14*	*659*
Jamaica	404,963	312,087	116,289	33,965	462,341
	6,028	*11,273*	*1,361*	*207*	*12,841*
Mexico	4,127,931	5,681,917	1,681,442	571,987	7,935,346
	153	*159*	*100*	*8*	*267*
Netherland West Indies	142,351	86,203	110,855	16,584	213,642
	300	*296*	*85*	*2*	*383*
Newfoundland & Labrador	229,581	176,023	96,627	5,397	278,047
	118	*59*	*57*	*4*	*120*
Nicaragua	103,291	32,272	68,108	7,157	107,537
	906	*1,085*	*327*	*28*	*1,440*
Panama	806,166	533,183	359,981	62,952	956,116
	256	*100*	*158*	*63*	*321*
Salvador	293,506	65,360	186,130	138,440	389,930
	117	*144*	*44*	*1*	*189*
Trinidad and Tobago	101,868	95,074	43,168	2,050	140,292
	38	*58*	*7*	.....	*65*
Virgin Islands of U. S.	20,130	30,332	11,067	.....	41,399
SOUTH AMERICA					
	34,245	*31,356*	*7,437*	*941*	*39,734*
Argentina	21,357,379	15,852,626	8,095,594	2,313,482	26,261,702
	118	*90*	*93*	*24*	*207*
Bolivia	144,279	49,772	112,071	57,225	219,068
	14,074	*18,416*	*3,674*	*621*	*22,711*
Brazil	$9,288,209	$8,345,768	$4,001,145	$1,451,115	$13,798,028
	115	*36*	*7*	.....	*43*
British Guiana	51,188	23,274	8,055	.....	31,329
	1,786	*2,443*	*1,384*	*162*	*3,989*
Chile	1,288,717	1,326,960	1,412,520	343,459	3,082,939
	1,785	*770*	*1,138*	*334*	*2,242*
Colombia	1,962,898	537,682	1,318,987	834,712	2,691,381
	154	*130*	*122*	*21*	*273*
Ecuador	148,147	69,147	145,931	48,916	263,994
	61	*88*	*35*	.....	*123*
Paraguay	44,342	51,655	37,930	.....	89,585
	831	*1,206*	*394*	*74*	*1,674*
Peru	625,656	602,231	428,589	156,749	1,187,569
	23	*33*	*9*	.....	*42*
Surinam	19,853	16,102	10,814	.....	26,916
	3,248	*4,485*	*1,039*	*141*	*5,665*
Uruguay	2,318,531	2,246,318	1,203,411	314,726	3,764,455
	1,858	*1,048*	*667*	*121*	*1,836*
Venezuela	1,684,162	519,086	740,181	285,796	1,545,063
ASIA					
	67	*47*	*8*	*2*	*57*
Aden	38,819	28,103	7,977	4,975	41,055
	326	*182*	*26*	*6*	*214*
Arabia, Hejaz and Iraq	187,570	80,537	28,172	13,787	122,496
	3,531	*4,832*	*1,992*	*135*	*6,959*
British India	2,978,304	2,801,401	1,987,156	255,067	5,043,624
	834	*448*	*207*	*9*	*664*
British Malaya	667,514	288,607	227,790	19,447	535,844
	550	*411*	*158*	*7*	*576*
Ceylon	488,726	291,670	163,659	16,982	472,311
	845	*1,627*	*143*	*26*	*1,796*
China	665,259	993,282	175,850	64,592	1,233,724
	33	*216*	*6*	.....	*222*
French Indo-China	16,832	73,461	6,482	.....	79,943
	249	*272*	*69*	*2*	*343*
Hong Kong	153,948	174,543	79,641	4,529	258,713
	2,685	*7,195*	*1,054*	*170*	*8,419*
Japan and Chosen	2,316,285	4,241,388	1,328,849	426,802	5,997,039
	6,584	*6,682*	*1,200*	*113*	*7,995*
Java and Madura	4,550,539	3,258,018	1,288,171	236,376	4,782,565
	122	*223*	*21*	*15*	*259*
Kwantung	90,418	142,894	23,070	33,138	199,102
	502	*678*	*134*	*22*	*834*
Netherland E. Indies, Other	428,485	459,240	147,888	46,187	653,315
	885	*1,002*	*352*	*13*	*1,367*
Palestine and Syria	650,768	591,659	373,829	38,442	1,003,930
	310	*501*	*57*	*5*	*563*
Persia	161,027	256,708	61,024	8,898	326,630
	3,422	*3,018*	*538*	*118*	*3,674*
Philippine Islands	2,659,756	1,776,691	695,411	300,594	2,772,696
	25	*4*	.....	*1*	*5*
Russia	18,269	2,900	.....	2,970	5,870
	98	*97*	*5*	.....	*102*
Siam	74,679	64,659	5,354	.....	70,013
	220	*942*	*130*	*25*	*1,097*
Turkey	100,389	501,861	140,859	68,649	711,369
OCEANIA					
	40,954	*30,590*	*7,162*	*600*	*38,352*
Australia	26,685,615	14,502,483	7,610,955	1,361,297	23,474,735
	123	*48*	*22*	*2*	*72*
British Oceania	93,774	25,572	27,855	4,953	58,380
	31	*25*	*1*	.....	*26*
French Oceania	21,487	12,004	1,256	.....	13,260
	5,389	*8,275*	*1,875*	*101*	*10,251*
New Zealand	4,014,655	4,624,299	1,994,018	257,400	6,875,717
AFRICA					
	49	*163*	*9*	.....	*172*
Algeria and Tunisia	41,198	81,098	11,909	.....	93,007
	24	*75*	*3*	.....	*78*
Belgian Congo	16,381	39,471	2,891	.....	42,362
	680	*351*	*218*	*3*	*572*
British East Africa	565,878	315,984	229,270	6,282	551,536
	17,880	*15,799*	*5,846*	*200*	*21,845*
British South Africa	12,910,905	8,839,117	6,194,876	435,175	15,469,168
	334	*273*	*176*	*24*	*473*
British West Africa	280,617	164,769	191,137	48,385	404,291
	142	*77*	*62*	*3*	*142*
Canary Islands	134,600	46,703	72,350	8,750	127,803
	3,433	*2,131*	*539*	*82*	*2,752*
Egypt	2,189,402	1,135,279	572,838	188,162	1,896,279
	69	*155*	*13*	.....	*168*
French Africa, Other	43,166	74,157	11,482	.....	85,639
	19	*28*	*6*	.....	*34*
Liberia	14,492	16,968	7,950	.....	24,918
	273	*689*	*111*	*2*	*802*
Morocco	189,410	174,108	128,801	5,811	308,720
	288	*239*	*101*	*3*	*343*
Mozambique	244,179	151,854	102,526	7,456	261,836
	99	*107*	*25*	.....	*132*
Portuguese Africa, Other	77,966	58,490	25,351	.....	83,841
	35	*33*	*35*	*2*	*70*
Spanish Africa, Other	31,589	20,946	41,285	4,531	66,762
	707	*97*	*29*	*1*	*127*
Other Countries	532,333	53,142	31,257	2,141	86,540
	278,748	*280,440*	*76,334*	*11,554*	*368,328*
TOTAL	$207,966,456	$149,986,264	$85,731,122	$27,857,008	$263,574,394

Alaska *376* $335,673 Hawaii *4,868* $3,758,216 Porto Rico *1,856* $1,725,086

American Truck Exports

COUNTRY	Total 1927	1928 Up to 1 Ton	1928 1 to 2½ Tons	1928 Over 2½ Tons	Total 1928
EUROPE					
	9	*158*	*13*		*171*
Austria	$8,213	$94,467	$11,263		$105,730
	61	*41*	*16*		*57*
Azores and Madeira Is.	32,540	21,046	12,645		33,691
	4,123	*5,418*	*183*	*28*	*5,629*
Belgium	1,799,887	2,137,540	116,019	23,497	2,277,056
	64	*47*	*20*	*1*	*68*
Czechoslovakia	25,613	29,281	21,524	988	51,793
	7,569	*3,932*	*535*	*5*	*4,472*
Denmark and Faroe Is.	3,430,213	1,627,251	346,191	9,841	1,983,283
	256	*222*	*522*	*42*	*786*
Finland	286,252	210,712	458,173	80,325	749,210
	300	*1,211*	*393*		*1,604*
France	147,988	565,473	116,929		682,402
	774	*1,998*	*750*	*10*	*2,758*
Germany	404,118	995,704	396,410	16,794	1,408,908
	241	*703*	*248*	*2*	*953*
Greece	132,821	370,503	212,862	3,200	586,565
	45	*21*	*61*		*82*
Hungary	52,318	15,356	33,433		48,789
	11	*9*	*14*		*23*
Iceland	7,083	5,348	10,137		15,485
	35	*29*	*54*		*83*
Irish Free State	28,782	20,325	31,356		51,681
	199	*264*	*166*		*430*
Italy	67,949	137,490	76,755		214,245
	8	*35*	*29*		*64*
Latvia	8,469	31,761	27,313		59,074
	10	*20*	*10*		*30*
Malta, Gozo and Cyprus Is.	6,910	8,730	6,968		15,698
	148	*109*	*372*	*20*	*501*
Netherlands	197,004	101,051	311,370	58,266	470,687
	267	*234*	*252*	*55*	*541*
Norway	384,315	193,227	331,262	162,488	686,977
	6	*325*	*284*	*4*	*613*
Poland and Danzig	7,627	180,903	223,942	13,161	418,006
	615	*652*	*222*	*3*	*877*
Portugal	345,264	358,408	238,347	5,343	602,098
	740	*1,063*	*192*	*12*	*1,267*
Rumania	290,046	581,728	132,026	10,890	724,644
	184	*129*	*99*	*50*	*278*
Russia	233,422	53,241	76,765	259,692	389,698
	3,203	*3,461*	*920*	*25*	*4,406*
Spain	1,698,721	1,786,633	992,355	47,577	2,826,565
	840	*6,071*	*750*	*129*	*6,950*
Sweden	757,126	2,910,177	749,647	112,529	3,772,353
	29	*5*	*20*	*2*	*27*
Switzerland	34,763	3,903	21,583	1,564	27,050
	5,475	*7,212*	*873*	*78*	*8,163*
United Kingdom	2,708,009	3,134,820	570,024	136,510	3,841,354
		52	*103*	*1*	*156*
Yugoslavia and Albania		26,104	69,888	767	96,759
NORTH AMERICA					
	3	*1*	*3*		*4*
British Honduras	1,913	426	4,824		5,250
	117	*54*	*33*	*11*	*98*
British West Indies, Other	80,095	17,822	24,502	14,028	56,352
	4,233	*2,592*	*3,704*	*657*	*6,953*
Canada	5,773,078	1,851,499	4,878,264	1,791,568	8,521,331
	106	*89*	*104*	*4*	*197*
Costa Rica	106,562	70,042	131,357	18,006	219,405
	1,842	*498*	*787*	*122*	*1,407*
Cuba	1,947,619	262,923	827,783	440,045	1,530,751
	315	*159*	*168*	*1*	*328*
Dominican Republic	258,997	95,554	199,391	1,431	296,376
	19	*43*	*14*		*57*
French West Indies	7,829	24,396	8,114		32,510
	192	*92*	*172*	*5*	*269*
Guatemala	225,620	56,545	310,618	20,974	388,137
	55	*48*	*56*	*3*	*107*
Haitian Republic	60,046	36,257	55,326	11,303	102,886
	62	*25*	*29*	*1*	*55*
Honduras	58,952	14,311	31,739	3,661	49,711
	207	*63*	*125*	*5*	*193*
Jamaica	145,297	50,402	132,417	10,563	193,382
	1,743	*2,045*	*1,089*	*140*	*3,274*
Mexico	1,459,882	999,445	1,228,199	367,936	2,595,580
	141	*85*	*49*	*19*	*153*
Netherland West Indies	102,340	61,282	43,522	52,538	157,342
	24	*34*	*6*		*40*
Newfoundland & Labrador	16,740	14,808	7,601		22,409
	33	*11*	*14*	*1*	*26*
Nicaragua	61,018	8,129	19,533	2,968	30,630
	522	*84*	*316*	*11*	*411*
Panama	375,114	51,203	248,113	38,254	337,570
	91	*5*	*13*	*3*	*21*
Salvador	142,919	1,820	29,654	11,708	43,182
	60	*35*	*39*	*1*	*75*
Trinidad and Tobago	75,807	26,579	33,846	2,883	63,308
	19	*7*	*6*		*13*
Virgin Islands of U. S.	13,778	4,851	6,800		11,651
SOUTH AMERICA					
	10,552	*12,196*	*2,914*	*661*	*15,771*
Argentina	7,377,000	6,323,431	4,040,786	1,892,328	12,256,545
	66	*50*	*41*	*3*	*94*
Bolivia	99,425	49,548	61,378	15,152	126,078
	11,061	*11,449*	*2,739*	*118*	*14,306*
Brazil	5,350,157	5,191,763	2,075,505	293,451	7,560,719

COUNTRY	Total 1927	1928 Up to 1 Ton	1928 1 to 2½ Tons	1928 Over 2½ Tons	Total 1928
	855	*416*	*732*	*61*	*1,209*
Chile	$750,553	$245,643	$947,531	$192,784	$1,385,958
	1,102	*409*	*816*	*89*	*1,314*
Colombia	1,660,326	309,456	1,410,604	279,555	1,999,615
	62	*21*	*48*	*6*	*75*
Ecuador	63,482	13,354	46,991	11,376	71,721
	86	*73*	*68*		*141*
Paraguay	42,984	56,139	64,090		120,229
	669	*145*	*558*	*11*	*714*
Peru	681,485	110,014	454,372	40,439	604,825
	1,163	*1,082*	*404*	*72*	*1,558*
Uruguay	1,063,039	515,043	336,829	187,785	1,039,657
	684	*285*	*592*	*28*	*905*
Venezuela	715,487	212,548	540,220	85,761	838,529
ASIA					
	5	*2*	*6*	*1*	*9*
Aden	3,466	1,608	7,545	3,155	12,308
	188	*116*	*162*		*278*
Arabia, Hejaz and Iraq	122,004	66,362	102,949		169,311
	1,913	*4,602*	*719*	*19*	*5,340*
British India	1,452,590	2,602,171	691,599	20,638	3,314,408
	137	*60*	*47*	*14*	*121*
British Malaya	158,041	39,302	62,978	26,138	128,418
	344	*195*	*203*	*17*	*415*
Ceylon	358,696	153,168	255,182	25,425	433,775
	470	*331*	*563*	*5*	*899*
China	333,471	273,173	478,015	12,948	764,136
	37	*9*	*24*		*33*
French Indo-China	11,811	4,427	12,202		16,629
	135	*48*	*49*		*97*
Hong Kong	54,593	34,059	47,630		81,689
	387	*924*	*911*	*189*	*2,024*
Japan and Chosen	555,446	689,467	751,219	287,876	1,728,562
	3,896	*4,837*	*437*	*36*	*5,310*
Java and Madura	2,017,435	2,011,243	519,800	49,854	2,580,897
	120	*24*	*55*	*3*	*82*
Kwantung	90,262	17,941	58,929	3,345	80,215
	165	*195*	*121*		*316*
Netherland E. Indies, Other	131,867	135,302	131,277		266,579
	146	*215*	*344*	*6*	*565*
Palestine and Syria	180,597	158,441	379,812	9,008	547,261
	487	*352*	*82*	*7*	*441*
Persia	144,794	190,984	110,312	21,483	322,779
	1,499	*1,587*	*538*	*28*	*2,153*
Philippine Islands	909,089	786,892	523,984	59,868	1,370,744
		6	*4*		*10*
Russia		3,580	3,319		6,899
	77	*126*	*17*		*143*
Siam	51,146	85,161	13,781		98,942
	116	*589*	*142*	*2*	*733*
Turkey	46,253	289,004	102,087	3,920	395,011
OCEANIA					
	24,407	*15,469*	*1,722*	*144*	*17,305*
Australia	14,361,174	6,462,806	1,646,519	249,969	8,359,294
	14	*22*	*10*		*32*
British Oceania	9,246	10,840	9,286		20,126
	7	*5*	*4*		*9*
French Oceania	2,804	2,556	5,673		8,229
	1,126	*1,827*	*382*	*97*	*2,306*
New Zealand	889,821	780,381	506,077	122,953	1,409,411
AFRICA					
	14		*43*		*43*
Algeria and Tunisia	8,298		19,653		19,653
	53	*111*	*29*		*140*
Belgian Congo	24,350	55,209	18,687		73,896
	348	*352*	*134*		*486*
British East Africa	288,660	289,191	152,960		442,151
	3,092	*3,852*	*582*	*41*	*4,475*
British South Africa	2,221,914	1,973,787	820,220	110,297	2,904,304
	2,357	*1,020*	*342*		*1,362*
British West Africa	2,521,427	853,720	474,839		1,328,559
	58	*45*	*52*	*6*	*103*
Canary Islands	66,543	26,939	56,660	10,926	94,525
	1,417	*1,050*	*185*	*2*	*1,237*
Egypt	565,529	476,949	93,552	1,688	572,189
	194	*146*	*8*		*154*
French Africa, Other	105,395	75,304	6,928		82,232
	58	*29*	*11*	*1*	*41*
Liberia	69,643	22,725	17,420	4,800	44,945
	377	*630*	*114*	*3*	*747*
Morocco	171,656	283,060	136,368	6,786	426,214
	74	*94*	*64*		*158*
Mozambique	84,493	58,336	51,695		110,031
	115	*69*	*53*		*122*
Portuguese Africa, Other	95,435	42,200	51,136		93,336
	23	*16*	*10*	*2*	*28*
Spanish Africa, Other	22,300	14,939	6,639	5,101	26,679
	295	*196*	*106*	*6*	*308*
Other Countries	180,414	102,692	79,281	3,718	185,691
	105,447	*104,668*	*31,015*	*3,099*	*138,782*
TOTAL	$70,123,600	$51,350,334	$32,201,309	$7,769,825	$91,321,468

Alaska *80* $82,343 Hawaii *668* $836,788 Porto Rico *661* $765,471

U. S. Parts and Tires

	PARTS—VALUE				TIRES—VALUE						
								1928			
	1925	1926	1927	1928	1925	1926	1927	Casings	Inners	Solids	Total
EUROPE											
Austria	$17,331	$100,003	$117,811	$302,688	$47,959	$72,871	$487,088	$448,958	$51,382	$765	$501,105
Azores and Madeira Islands	11,648	16,140	14,902	19,511	3,623	10,088	15,843	16,631	3,738	295	20,664
Belgium	2,758,688	2,074,875	1,452,825	5,424,532	515,168	374,799	450,661	972,698	100,744	10,571	1,084,013
Bulgaria	11,190	3,014	5,965	7,535	5,240	2,554	21,590	6,125	853	238	7,216
Czechoslovakia	22,117	46,211	89,228	87,376	202,063	368,212	739,576	430,909	45,056	51,425	527,390
Denmark and Faroe Islands	4,242,708	4,141,444	2,466,680	2,155,057	1,027,389	652,701	1,514,173	1,397,185	144,916	1,895	1,543,996
Estonia	1,632	3,406	4,377	7,325	4,679	2,301	22,447	20,493	3,708	1,679	25,880
Finland	92,313	227,940	391,145	398,569	174,633	261,523	370,595	349,339	38,246	431	388,016
France	4,436,612	2,385,969	2,025,698	3,611,301	530,121	361,914	404,027	343,075	34,372	5,512	382,959
Germany	714,361	1,255,914	9,740,885	10,717,735	348,735	1,819,243	2,528,616	1,601,289	159,272	2,426	1,762,987
Gibraltar	5,503	3,048	3,024	2,441	.....	279	1,540	4,855	369	.....	5,224
Greece	140,574	62,775	170,980	210,291	284,696	145,327	310,555	260,750	31,318	4,835	296,903
Hungary	13,407	23,130	100,478	62,839	8,496	23,318	93,630	105,690	14,533	386	120,609
Iceland	9,669	9,902	8,854	16,632	18,788	19,261	17,997	11,534	1,382	.....	12,916
Irish Free State	270,580	420,654	232,452	612,086	28,064	31,597	50,049	58,094	10,008	513	68,615
Italy	1,029,846	1,028,927	573,964	454,588	93,792	97,984	633,652	1,018,322	114,737	23,815	1,156,874
Latvia	3,045	6,437	13,200	18,646	29,380	11,899	14,882	13,453	1,844	.....	15,297
Lithuania	1,174	1,648	4,222	3,863	3,160	6,250	8,197	5,889	335	.....	6,224
Malta, Goze and Cyprus Is	9,571	14,749	8,852	16,201	5,125	753	6,952	2,068	470	.....	2,538
Netherlands	802,149	731,735	959,285	926,545	544,420	603,469	1,020,659	821,523	77,016	654	899,193
Norway	187,639	164,052	237,997	252,517	428,869	419,573	371,770	304,891	35,779	11,204	351,874
Poland and Danzig	64,422	7,805	22,798	676,732	77,360	48,580	389,785	659,660	88,983	787	740,430
Portugal	84,744	147,869	186,543	134,741	94,318	155,671	230,102	199,786	24,673	.....	224,459
Rumania	64,816	77,979	145,441	206,539	32,298	76,671	304,638	524,745	52,528	1,119	578,392
Russia	213,136	25,607	363,829	188,367	71,025	36,501	25,074	36,755	6,673	3,380	46,808
Spain	1,495,837	1,594,313	1,316,162	1,682,812	573,138	883,796	1,572,196	1,652,454	149,542	65,594	1,867,590
Sweden	722,424	761,759	1,104,738	974,523	1,098,214	906,099	1,306,062	1,185,355	160,844	20,493	1,366,692
Switzerland	82,374	108,067	117,940	183,515	172,252	424,432	682,319	471,695	53,742	764	526,201
Turkey	40,570	44,721	71,929	.....	3,677	15,949	57,937	93,044	15,381	3,537	111,962
United Kingdom	5,344,252	4,459,866	5,152,244	6,249,274	2,970,680	3,230,202	3,240,545	565,220	68,918	21,323	655,461
Yugoslavia and Albania	15,912	19,982	14,571	15,689	40,226	48,925	86,824	39,149	6,925	128	46,202
NORTH AMERICA											
Barbados	32,113	41,168	32,510	33,163	9,459	10,668	9,316	13,732	2,022	2,936	18,690
British Honduras	5,682	10,231	11,859	8,514	3,190	3,206	2,910	5,641	675	261	6,577
British West Indies, Other	55,800	74,937	60,766	64,461	28,560	25,110	10,991	17,337	3,062	2,250	22,649
Canada	28,209,210	31,780,943	36,962,976	50,690,534	439,175	349,857	488,389	161,522	51,419	28,812	241,753
Costa Rica	28,198	47,528	71,011	72,344	34,762	73,110	85,418	125,324	12,144	4,960	142,428
Cuba	1,204,080	958,209	1,056,110	1,024,366	1,516,825	1,821,364	1,828,594	1,082,338	171,633	304,711	1,558,682
Dominican Republic	180,435	201,998	193,803	184,074	219,304	164,282	278,047	184,374	20,174	15,605	220,153
French West Indies	19,717	8,487	13,489	15,782	22,884	17,316	12,504	9,776	2,105	1,657	13,538
Guatemala	75,772	139,714	184,075	140,858	65,936	127,368	153,277	123,000	15,204	579	138,783
Haitian Republic	79,848	93,395	75,633	73,034	79,347	89,791	98,355	115,670	14,074	1,223	130,967
Honduras	36,146	34,660	26,971	37,529	43,534	63,466	44,148	28,328	3,371	15,273	46,972
Jamaica	182,932	188,123	231,794	216,573	43,805	22,085	51,087	40,317	3,928	10,223	54,468
Mexico	1,565,032	2,021,217	1,632,497	1,982,985	1,297,965	1,289,128	1,249,917	1,278,272	160,663	63,912	1,502,847
Netherland West Indies	23,069	34,816	52,557	72,160	44,398	49,424	72,137	75,633	15,237	2,983	93,853
Newfoundland and Labrador	23,630	20,566	27,317	30,994	29,517	30,601	24,880	24,041	4,803	328	29,172
Nicaragua	16,907	20,642	23,407	31,871	18,026	18,104	22,026	20,687	4,454	1,658	26,799
Panama	143,547	176,061	291,896	400,295	250,678	262,376	194,266	150,286	24,775	13,563	188,624
Salvador	66,169	92,509	80,096	64,005	84,503	142,539	101,933	74,903	10,350	18,105	103,358
Trinidad and Tobago	71,983	57,000	82,493	55,034	26,343	23,626	38,516	23,834	1,791	1,501	27,126
Virgin Islands of U. S.	10,625	9,145	9,557	14,794	6,631	5,436	5,147	5,253	991	2,073	8,317
SOUTH AMERICA											
Argentina	5,986,614	6,598,419	4,113,594	6,672,780	2,509,524	3,594,444	3,859,020	2,563,940	316,647	147,853	3,028,440
Bolivia	44,259	62,768	82,293	59,626	31,674	33,888	49,256	41,859	4,620	703	47,182
Brazil	5,076,652	3,612,032	3,093,085	3,505,188	1,123,382	1,169,783	1,959,160	1,446,900	99,209	69,678	1,615,787
British Guiana	21,772	15,793	18,106	18,663	2,285	5,820	2,767	255	12	329	596
Chile	900,915	1,006,850	802,941	849,844	429,618	438,362	613,383	455,254	52,999	50,220	558,473
Colombia	426,620	686,081	893,221	1,066,343	323,484	535,102	646,644	747,645	100,012	47,423	895,080
Ecuador	42,831	36,826	31,863	32,688	45,259	49,399	61,348	59,070	7,417	382	66,869
French Guiana	2,540	1,346	1,300	2,681	2,014	329	2,073	398	111	84	593
Paraguay	8,669	15,898	24,306	27,512	4,799	10,436	42,508	20,386	2,117	.....	22,503
Peru	624,466	513,046	467,416	568,419	367,319	393,404	422,349	328,303	39,857	17,068	385,228
Surinam	4,145	3,334	4,553	6,941	3,533	1,731	2,366	4,173	412	72	4,657
Uruguay	547,709	506,268	632,029	663,644	457,112	524,105	442,060	418,429	37,034	19,824	475,287
Venezuela	349,234	564,137	513,965	612,867	439,716	552,512	521,625	388,571	44,787	646	434,004
ASIA											
Aden	3,325	7,743	15,102	12,978	14,477	7,017	6,906	3,619	458	312	4,389
Asia, Other	.....	161	1,852	266	286	354	.....	295	.....	.....	295
British India	693,357	995,138	1,440,708	1,917,231	516,586	571,833	1,192,037	852,650	68,205	56,391	977,246
British Malaya	507,124	621,313	565,784	562,993	265,396	250,413	466,036	717,403	30,063	9,009	756,475
Ceylon	110,249	166,964	149,717	133,478	124,853	223,415	198,600	105,277	8,567	14,522	128,366
China	312,609	368,547	410,076	538,355	238,721	388,965	319,266	422,188	49,279	18,295	489,762
French Indo-China	8,607	4,043	3,711	11,054	532	2,114	2,443	32,047	7,756	.....	39,803
Hejaz, Arabia and Iraq	26,097	52,015	66,854	71,613	77,510	117,492	56,164	39,665	5,779	2,623	48,067
Hong Kong	68,915	60,626	124,405	134,102	17,914	6,911	3,360	22,351	3,258	969	26,578
Japan	1,848,987	2,873,991	6,128,719	9,764,980	1,090,165	1,248,610	1,009,418	1,182,839	139,521	174,295	1,496,655
Java and Madura	301,717	400,271	692,209	917,069	471,267	525,641	673,137	476,151	36,914	18,075	531,140
Kwantung	10,822	35,483	23,205	35,711	602	2,609	3,679	1,738	209	.....	1,947
Netherland East Indies, Other	91,979	129,432	157,998	207,369	29,716	59,588	123,788	128,899	10,354	732	139,985
Palestine and Syria	120,972	143,306	182,111	171,138	127,200	115,572	166,613	223,645	20,760	1,837	246,242
Persia	5,265	22,066	131,339	126,998	1,364	64,445	112,500	103,000	12,433	858	116,291
Philippine Islands	538,159	672,728	698,536	763,442	1,006,217	1,167,837	1,814,795	1,204,620	194,780	45,710	1,445,110
Russia	704	115	23,432	5,811	.....	.....	4,477	.....	.....	.....	.....
Siam	12,350	37,303	74,745	70,593	2,187	7,072	13,872	4,857	93	.....	4,950
Turkey	7,871	19,430	30,826	135,049	197	6,588	47,651	.....	.....	.....	.....
OCEANIA											
Australia	3,497,407	4,065,808	4,522,477	4,573,392	1,881,308	1,733,560	1,808,425	343,163	19,046	264,623	626,832
British Oceania	11,843	22,097	26,758	14,896	2,154	11,852	3,700	8,862	1,111	369	10,342
French Oceania	13,694	9,456	12,295	13,050	7,071	10,348	6,851	7,748	1,412	629	9,789
New Zealand	1,024,830	1,258,123	1,114,038	1,131,414	1,127,898	499,335	222,808	147,983	20,335	60,668	228,986
AFRICA											
Algeria and Tunisia	8,473	5,297	6,196	4,584	.....	3,204	9,051	7,217	1,091	.....	8,308
Belgian Congo	43,754	51,216	23,172	22,174	1,297	13,774	2,205	223	29	.....	252
British East Africa	154,197	186,273	223,862	278,130	84,477	66,898	158,195	171,045	27,015	794	198,854
British South Africa	1,277,706	1,381,886	1,517,313	1,629,582	389,907	310,617	573,722	414,538	30,526	15,471	460,535
British West Africa	207,741	201,986	481,283	671,003	33,946	65,178	162,774	251,018	40,350	.....	291,368
Canary Islands	69,600	78,569	55,486	36,180	79,570	128,639	160,309	97,637	9,114	15,135	121,886
Egypt	119,368	129,075	1,220,945	1,189,921	97,176	140,114	184,204	199,311	32,060	17,176	248,547
French Africa, Other	60,859	109,425	76,216	91,167	6,116	3,390	16,118	10,880	1,954	.....	12,834
Italian Africa	1,342	1,924	5,125	1,833	2,206	1,134	2,607	4,020	1,091	.....	5,111
Liberia	3,429	3,405	12,404	24,131	6,270	1,675	9,730	7,973	1,437	.....	9,410
Morocco	68,469	85,462	76,173	109,162	7,130	48,367	211,651	146,214	18,671	1,498	166,383
Mozambique	47,339	27,825	45,142	46,275	9,752	6,426	20,915	17,986	2,164	198	20,348
Portuguese Africa, Other	20,324	36,181	58,630	69,664	10,403	13,213	23,824	29,533	5,380	.....	34,913
Spanish Africa, Other	17,228	17,847	16,641	12,088	12,999	4,948	3,683	28,286	3,209	.....	31,495
Other Countries	16,217	2,062	1,853	17,406	23,173	527	3,129	1,669	226	2,315	4,210
TOTAL	$80,310,494	$83,888,680	$99,345,831	$130,437,318	$27,210,162	$30,840,589	$40,175,041	$31,064,635	$3,531,046	$1,803,168	$36,398,849

Miscellaneous Exports

COUNTRY	BRITISH (11 MONTHS)							FRENCH (10 MONTHS)		CANADIAN	AMERICAN			
	CARS		TRUCKS		PARTS	CHASSIS		Cars	Trucks and Tractors	Parts	Electrics		Airplanes	
	No.	Value	No.	Value	Value	No.	Value	No.	No.	Value	No.	Value	No.	Value
Algeria and Tunisia	1	£454			£10	1	£150	7,641	943					
Argentina	184	79,120	13	£6,868	81,547	496	211,386	228	37	$18,053			5	$55,052
Australia	497	169,563	51	22,264	190,528	7,605	1,006,023			572,479	11	$6,341	7	50,872
Belgium	24	7,159			15,064	11	6,175			4,200	1	2,951	1	4,183
Brazil	19	5,420	10	2,832	44,443	165	63,514	44	5	12,111	7	6,282	5	66,340
British Africa	2,180	397,848	187	69,811	200,884	565	309,304			310,981	4	3,033		
British India	2,752	586,979	187	142,240	210,535	365	109,933			327,236	2	2,500		
Canada	40	23,696	10	3,350	18,073	119	53,602	3	8		61	114,486	70	766,644
Ceylon	696	141,470	18	8,110	22,512	49	12,304			21,004				
China	150	24,689	8	5,737	7,358	20	10,794			66	5	4,500	9	102,175
Denmark	169	38,094			12,107	21	4,741	565	17	6,847				
Egypt	236	43,346	22	9,747	11,086	97	20,198			2,905				
France	752	116,839	10	1,365	42,121	62	61,492			2	3	4,275		
French Indo-China					3			1,759	186					
Germany	81	24,180	13	4,256	75,060	25	18,305	804	56	11,944	1	2,469	1	5,500
Irish Free State	3,124	558,833	321	147,138	160,603	358	144,512			7,683				
Italy	60	15,010			37,680	11	5,459	212	33	180			2	84,950
Japan	185	38,528	5	592	13,462	43	9,282	57		17,458			3	63,000
Madagascar								356	77	1,003				
Mexico			2	278	1,501					118	4	2,600	21	191,035
Morocco	1	166			86	4	620	1,521	490					
Netherlands	143	31,143	22	5,748	43,202	91	21,367			3,144				
Netherland East Indies										161,567				
New Zealand	1,922	364,140	32	16,679	67,265	571	138,829			288,371				
Norway	57	9,674	1	375	3,744	14	2,423	17	1	876	4	4,000		
Portugal	75	13,661	18	4,043	21,604	64	9,964	291	73					
Russia	8	1,620	3	949	7,887			45	10	650	1	950		
Siam	59	10,044			5,127	7	1,070			30,080			4	38,400
Spain	254	49,650	8	3,561	20,999	53	10,718	4,881	612	896				
Straits	940	170,502	27	11,895	47,933	230	91,143			92,412				
Switzerland	21	3,218			7,053	2	545	1,436	89	280				
United Kingdom	1	132								102,998	1	2,200	4	24,526
United States	33	25,996	5	1,371	11,161	3	3,427	93	1	107,496				
Other Countries	1,670	325,045	360	228,556	223,564	652	172,635	11,709	1,447	49,126	38	60,357	38	373,010
TOTAL	16,834	£3,276,219	1,333	£697,765	£1,604,202	11,704	£2,499,915	31,662	4,085	$2,152,166	143	$216,944	170	$1,825,687

Imports of Motor Cars Into U. S.

	No.	Value
1918	105	$ 75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,888
1923	853	884,125
1924	604	841,524
1925	672	1,064,975
1926	813	1,352,984
1927	635	1,218,938
1928	566	1,201,323
Total	6296	$9,467,599

THE Twenty-Foot Propeller Research Tunnel of the National Advisory Committee for Aeronautics is the title of Report No. 300 of the N.A.C.A. The report, of which Fred E. Wick and Donald H. Wood are the authors, describes in detail the new tunnel of the N.A.C.A. at Langley Field, Va. This tunnel has an open jet air stream 20 ft. in diameter in which velocities up to 110 m.p.h. are obtained. Although the tunnel was built primarily to make possible accurate full scale tests on aircraft propellers, it may also be used for making aerodynamic tests on full-size fuselages, landing gears, tail surfaces, and other aircraft parts, and on model wings of large size.

1928 Canadian Vehicle Exports

Countries	Passenger Number	Passenger Value	Trucks Number	Trucks Value
Aden	38	$13,632	11	$4,537
Argentina	3,329	1,585,599	85	60,005
Australia	11,340	3,371,936	2,725	848,851
Belgium	2	2,137	....	....
Brazil	669	409,298	5	2,740
British Africa	4,371	1,768,057	3,518	1,306,663
British Guiana	153	73,572	35	13,886
British India	7,781	3,256,497	7,128	2,562,080
British West Indies, Other	114	51,734	30	11,219
Canary Islands	52	26,840	24	8,592
Ceylon	755	333,196	347	127,734
Chile	1,709	723,327	1,111	435,163
China	230	101,816	76	27,916
Colombia	265	163,084	211	98,965
Cuba	25	29,959	....	....
Denmark	53	24,211	....	....
Egypt	795	342,449	728	268,415
Finland	1	974	....	....
Germany	32	37,993	....	....
Haiti	95	41,298	73	25,781
Jamaica	499	280,065	310	114,867
Japan	50	47,957	....	....
Mexico	20	27,030	....	....
Netherlands	43	25,545	....	....
Neth. E. Indies	3,089	1,262,271	989	389,911
Neth. W. Indies	32	15,404	54	19,375
Newfoundland	55	24,440	19	6,635
New Zealand	5,521	2,819,735	716	260,340
Norway	330	178,379	....	....
Portuguese Africa	70	32,327	144	53,204
Rumania	801	331,746	238	86,478
Siam	26	11,934	204	87,117
Spain	7	5,242	60	34,290
Straits Settlements	989	387,472	240	95,461
Sweden	5	5,674	....	....
Trinidad and Tobago	331	167,729	160	62,229
United Kingdom	7,203	4,947,112	98	24,840
United States	187	72,252	6	6,107
Uruguay	264	139,416	46	20,338
Venezuela	412	178,127	1,021	377,213
Yugoslavia	18	13,787	6	2,007
Other countries	3,972	1,893,735	3,238	1,209,342
Totals	55,732	$25,224,014	23,656	$8,652,301

First with the News

Reliable, Accurate

News of the Industry

PAGE 350 VOLUME 60 *Philadelphia, Saturday, February 23, 1929* NUMBER 8

High Production Proceeds With Car Sales Favorable

PHILADELPHIA, Feb. 23—With retail sales continuing favorably throughout the country in general, and with impetus having been given, particularly in the Eastern sections, by a recent mild spell of weather up through the early part of the week, factories continue to push production to an extent which portends the largest output for any February in the history of the industry.

The monthly report on industrial employment just issued by the Department of Labor for January indicates that not only automobile factories but also aircraft, accessory and tire manufacturing plants have stepped up production to a point requiring overtime shifts.

Despite the heavy increase in production, no abnormal expansion in stocks of new cars has been reported, the increase in retail sales having been great enough apparently to preclude any such condition. The used car situation continues varied, many sections reporting lower stocks than a year ago while others report increases in stocks of this class.

Official Department of Commerce figures fix the total of American and Canadian motor vehicles during the month of January at 423,655 units. This compares with 240,191 in January, 1928. Slight revisions in the official tally of production during the year 1928 establish the total production of cars and trucks at 4,600,532, a slight increase in the previous figure, 599,766 announced by the department.

Findlater Leaves Ford

DETROIT, Feb. 19—John J. Findlater, for several years field superintendent of the Rouge plant of the Ford Motor Co., has resigned. Mr. Findlater has been identified with the open hearth and rolling mills for nearly 18 years, rising to the general superintendency of the entire mechanical portion of the plant. He has announced no plans for the immediate future.

Guernsey to Address A.S.E.

PHILADELPHIA, Feb. 20 — The March meeting of the S.A.E. Pennsylvania Section will be held on the 13th, and will be in charge of Charles O. Guernsey. The subject of discussion for the meeting is High-Speed Diesel Engines.

White Will Drive His Own Race Car

WASHINGTON, Feb. 19—Speculation which has been formed regarding the identity of the driver of the American-built "Triplex," which will defend the title for the world's fastest automotive mile at Daytona Beach, was set at rest when J. M. White, Philadelphia manufacturer and owner, announced that he plans to drive the car himself.

This statement was issued by Val Haresnape, of the contest board of the A.A.A., after a conversation with Mr. White, who is shipping the record-holding car to Daytona Beach, where it will defend its own mark of 207.552 m.p.h.

Ralph De Palma and Leon Duray had been mentioned as possible drivers for the car, and White had stated that Duray could have the nomination if he wanted it, but plans already made by the two drivers made it impossible for them to accept. White built the car solely as a sporting venture, and those closely associated with him have long known that he desired to handle it in a record test.

Wico Electric to Erect Branch Plant in France

SPRINGFIELD, MASS., Feb. 20—Wico Electric Co. will erect a branch factory in the outskirts of Paris to take care of its French trade. This step is taken to overcome the handicap of heavy tariff duties on imports into France. Work will be started soon on factory, which will be about the same size as the London establishment, or half as large as the main plant.

William Bradford, factory manager, and Jack Mills, sales manager, respectively, in London, will serve in the same capacity in Paris.

January Production Totals 423,655 Units

1928	Cars	Trucks	Total
Jan. ...	212,351	27,840	240,191
Feb. ...	301,466	34,834	336,300
Mar. ...	387,048	43,735	430,783
Apr. ...	385,394	48,921	434,315
May ...	405,627	54,098	459,725
June ..	381,963	43,232	425,195
July ...	358,914	58,398	417,312
Aug. ...	424,867	67,676	492,543
Sept. ..	375,444	61,042	436,486
Oct. ...	352,992	62,640	415,632
Nov. ...	225,408	43,294	268,702
Dec. ...	212,527	30,682	243,209
Total	4,024,001	576,531	4,600,532
Jan. '29	367,781	55,874	423,655

Hudson Employing 24,000

DETROIT, Feb. 21—Hudson Motor Car Co. has begun operations on its maximum spring schedule which calls for 1500 Essex and 400 Hudson cars daily. A total of 24,000 men are employed at the plant. Cars are being assembled in one shift only, but various departments are working two and three shifts to supply materials. The Hudson body plant is producing 1600 bodies daily. The February production schedule calls for 37,000 cars.

Nash Promotes Travers

KENOSHA, WIS., Feb. 21—C. H. Bliss, sales manager, Nash Motors Co., announced today that E. J. Travers, formerly advertising manager, has been made director of advertising and assistant sales manager. Mr. Travers has been with Nash practically since the company's inception. He is succeeded as advertising manager by F. R. Babcock, for 10 years an executive of Green-Fulton-Cunningham Co. which handles the Nash account.

Army-Navy Standards Set

PHILADELPHIA, Feb. 18—A total of 97 specifications and 94 drawings were considered by delegates at the Fifth Annual Army-Navy Aeronautical Conference held at the Naval Aircraft factory here recently. Among the subjects discussed were powerplants, instruments and aircraft parts. Definite action was taken on most of the specifications considered. The S.A.E. standards for propeller hub and crankshaft end dimensions were endorsed as A.N. standards.

Packard Contracts for $650,000 Plant

Three-Story Structure to be Used for Making Diesel Plane Engines

DETROIT, Feb. 20—Tests by the Packard Motor Co. of its new Diesel radial air-cooled aviation engine which have been under way for some time, have proved successful and the company has let a contract for the construction of a $650,000 factory for their production, according to Hugh J. Ferry, treasurer of the company.

The new engine weighs less than 3 lb. per hp. and will effect economies because of its operation on fuel oil instead of gasoline. It will be available at competitive prices, which may be below the $5,000 average set by Mr. Ferry.

The new plant will be three stories high, 320 ft. long, and 65 ft. wide, and will be west of the main Packard plant, alongside the inner belt railroad. It will be rushed to completion and will be in production by June or July. Production at first will naturally be on a modest scale, but the factory has an eventual capacity of 500 engines a month. It will employ 600 to 700 men and the skeleton for this organization will be recruited from Packard's research and experimental divisions. Besides the Diesel plant Packard is also constructing a new $700,000 stamping plant for the automobile division. Stories which have been current recently that Packard will manufacture airplanes were denied by Mr. Ferry.

AC Spark Plug Expands Plant to 65,000 Sq. Ft.

FLINT, MICH., Feb. 18—The two-story addition to building No. 2 of the main plant of the AC Spark Plug Co. will add 5000 sq. ft. of floor space, according to Harlow H. Curtice, vice-president and assistant general manager of the company, and will bring the total increase in the new construction at the factory during the past few months to 65,000 sq. ft., or about an additional half acre of manufacturing floor space.

The additions consist of a new and enlarged ceramic laboratory building at the rear of the main plant; 20,000 sq. ft. addition, which doubles the die casting plant capacity; 6000 sq. ft. for a new heat treat building, besides several loading docks, etc.

Budd Earnings Explained

PHILADELPHIA, Feb. 20—Net earnings of the Budd Wheel Co. for 1928, after depreciation, are reported as $227,499. Net earnings for the month of January, 1929, were $238,700. This figure exceeds earnings for the entire year previous partly because of expenditures in developing the manufacture of brakes and partly because of a temporary setback due in some measure to patent litigations against the company's customers and against the company. The report to stockholders, however, says that such matters have been disposed of satisfactorily, that no further interference with earnings is to be expected and that the company is now experiencing the most profitable year in its history. Earnings of the Edward G. Budd Mfg. Co. for 1928, after depreciation, were $1,014,730.

Limit on Abrasives Fixed by Industry

WASHINGTON, Feb. 23—Instead of 8000 varieties of coated abrasive products, spot stocks will now be limited to 1976, corresponding to an elimination of 75.3 per cent, the Department of Commerce announces through its Division of Simplified Practice. According to the department the printed government pahphlet is now available for purchase, through the superintendent of documents, Government Printing Office, Washington, D. C.

For years the quantity of sizes and varieties of coated abrasive products has been increasing at a rapid rate. Many thousands of varieties have been stocked and catalogued by the industry when actually only a certain portion of them have attained a satisfactory turnover. The estimated annual output of the industry amounts to about $16,000,000. Over-diversification in manufacture led to the development of Simplified Practice Recommendation No. 89, Coated Abrasive Products, and industry fixed Jan. 1, 1929, for absorption of the obsolete varieties.

The printed booklet on this simplification, which may be secured from the Government for a nominal charge, discloses that more than 600 individual concerns scattered over an area of 44 states have accepted the program.

Gets Order for Camshafts

DETROIT, Feb. 21—The Muskegon Motor Specialties Co., manufacturers of camshafts, announces a contract to supply a minimum of 5000 camshafts for the Oldsmobile Eight in three months. According to Fred L. Flanders, chairman of the board and general manager, this is only an initial order and it is estimated the ultimate production of this shaft will reach a peak of 300 a day for the year.

Federal to Pay Dividends

DETROIT, Feb. 19—The Federal Screw Co. of Detroit, with which the Michigan Screw Co. of Lansing, recently merged, will pay two cash dividends. A regular cash quarterly dividend of 75 cents has been declared on Federal to be payable March 1, to stock of record Feb. 20. An additional cash dividend of 25 cents will be paid April 1 to stock of record March 20. Federal will go on a $3 a year dividend basis.

Business in Brief

Written by the Guaranty Trust Co., New York, exclusively for **AUTOMOTIVE INDUSTRIES.**

NEW YORK, Feb. 21—Business and industry on the whole continue on a higher level of activity than a year ago. During the last week, wholesale and jobbing trade has shown some improvement; but the retail trade, if there has been any change, is perhaps slightly below recent levels.

MANUFACTURING

Manufacturing operations during January, as indicated by the consumption of electrical energy, were 4.1 per cent above those in December, 1928, and 11.9 per cent above those in January, 1928. The increase reflects an exceptionally high rate of activity in January in the automotive industries and in the rolling mills and steel plants.

FREIGHT CAR LOADINGS

Car loadings for the week ended Feb. 2 totaled 946,892 cars, which represents an increase of 20,630 cars over those in the corresponding week in 1928, but a decrease of 18,772 cars under those in the corresponding week in 1927.

FISHER'S INDEX

Professor Fisher's index of wholesale commodity prices for the week ended Feb. 16 stood at 97.6, as compared with 97.1 the week before and 97.7 two weeks before.

BANK DEBITS

Bank debits to individual accounts outside of New York City for the week ended Feb. 13 were 8 per cent above those in the similar week in 1928.

STOCK MARKET

The stock market last week was nervous and very irregular as a result of the rise in the rediscount rate of the Bank of England and the uncertainty regarding what action the Federal Reserve Board might take subsequent to its warning that call loans had reached dangerous proportions. Although the market was highly irregular during the week, the trend was decidedly toward lower levels. Brokers' loans in New York City decreased $101,000,000 during the week ended Feb. 13.

FEDERAL RESERVE REPORT

The consolidated statement of the Federal Reserve banks for the week ended Feb. 13 indicated a very slight credit expansion. An increase of $52,300,000 in discounted bills was partially offset by decreases of $19,700,000 in holdings of bills bought in the open market and $22,900,000 in holdings of Government securities. The statement of the Federal Reserve member banks for the week ended Feb. 13 showed an increase of $50,000,000 in borrowings from the Federal Reserve banks and decreases of $31,000,000 in investments and $22,000,000 in loans.

Men of the Industry and What They Are Doing

Ohio Council, N.A.D.A., Names Coen as Director

The board of governors of the Ohio Council, National Automobile Dealers' Association, named Harry B. Coen, head of the Coen-Nash Co., central Ohio distributor for the Nash, as managing director at its recent meeting at Columbus. Mr. Coen succeeds Gaylord R. Ford, who has been acting manager of the council since the resignation of A. C. Faeh, now assistant general manager of the national association.

Those who attended the meeting included: G. A. Vane, Chicago, general manager, and A. C. Faeh, Chicago, assistant general manager of the National Association; J. W. Tarbill, Cincinnati, president of the council; Howard L. Pfau, Youngstown; J. Grant Hyde, Akron; E. S. Tolles, Springfield; John F. Taylor, Portsmouth; Harry T. Gardner, Cincinnati; Herbert Buckman, Cleveland; M. E. McCaskey, Youngstown; F. X. Schaut, Cleveland, and J. Hoyt Cummings, Columbus.

Vavon Returns to Paris

Paul Vavon, chief engineer of the Societe Anonyme Andre Citroen, who had been in this country since the New York show, returned recently to Paris on the French liner Paris. Following the show, M. Vavon went to Detroit, where he established a new technical bureau for his company.

Boynton Joins Winningham

Walter Boynton, automotive writer, has joined the staff of C. C. Winningham, Inc., advertising and merchandising counsel, and will be engaged in creative work on various accounts, announces C. C. Winningham, president.

Jordan Appoints Buckner

Jordan Motor Car Co. has announced the appointment of Harvey R. Buckner as works manager. He was formerly division superintendent for Willys-Overland.

Case Succeeds Hutchins

W. J. Case has been appointed director of districts of Dodge Brothers Corp., according to C. W. Matheson, general sales manager. Mr. Case was previously director of distributors, and succeeds J. W. Hutchins, who recently was promoted to assistant general sales manager of the Plymouth Motors Corp.

Mitchell on Sick Leave

W. Ledyard Mitchell, vice-president and general manager in charge of operations of Chrysler Motors, has been granted a temporary leave of absence to recover from an appendicitis operation. During his absence K. T. Keller, vice-president and general manager of Dodge Brothers Corp., is acting general manager of all Chrysler divisions.

D. J. Willoughby

Whose appointment as general manager, Pierce-Arrow Motor Car Co., was announced in Automotive Industries last week

Biggers Leaves Dodge

Robert L. Biggers has resigned as director of sales promotion and development, Dodge Brothers Corp., to become vice-president of Blackett-Sample & Hummert, Inc., advertisers, Chicago, Ill.

Fick Heads Distributorship

Glenn A. Fick, general manager of the newly organized Franklin-Iowa Motors Co., Des Moines, has taken over state distribution for Franklin. The new company succeeds the former Franklin-Adamson company, with which it has no connection.

Dunlap Durant Distributor

Harry Dunlap has sold the Dunlap Motor Co., Ames, Iowa, to G. L. Wilson and has moved to Waterloo as factory distributor for Durant, supervising sales and agencies in 30 counties. Mr. Wilson, former manager of the Rude Auto Co., Marshalltown, is operating his new property as the Wilson Motor Co.

Stevens Assumes New Post

Willard H. Stevens has returned to Boston from Chicago with the position of New England district representative for Durant Motors, Inc.

Fay Sails for Hawaii

Charles E. Fay, Boston distributor for Chrysler, has sailed for a two months' trip to Honolulu and Tahiti via the Panama Canal.

R. J. Beatty is Chairman of United Cleaner Board

The new officers recently elected by the United Air Cleaner Co., Chicago, are: R. J. Beatty, chairman of the board; J. T. Beatty, president-treasurer; F. F. Paul, vice-president; J. C. Hockery, assistant treasurer. The directors include: Messrs. Beatty, Thomas Sullivan, Mr. Hockery and Mr. Paul.

R. J. Beatty recently acquired the interest in the company previously owned by F. R. Nichols of Kansas City. United Air Cleaner, which has a large automotive business, has designed a new air cleaner for Model A Ford. The company has made extensive plans for increased activities.

Muir in New Executive Post

The Taylor-Winfield Corp., Warren, Ohio, manufacturers of Taylor-Winfield electric welders, announces the appointment of James A. Muir as assistant to the president. Mr. Muir, who has been connected with the welding machine industry for more than 25 years, was one of the originators of the old Toledo Electric Welder Co., which was absorbed by the Thomson Electric Welding Co., and until recently was sales engineer for the latter concern.

Lowenstein on Voyage

Arthur Lowenstein, chairman of the board of Motor Ramp Garages of America, has sailed for a vacation in South America. Before leaving he indicated that his company is making a survey of New York with a view to building garages to solve the parking problem.

Taylor Made Sales Manager

Lincoln Electric Co., Cleveland, manufacturer of Stable-Arc welders and Line-Weld motors, has announced the appointment of C. M. Taylor as sales manager. Mr. Taylor has been with the company since 1916, with the exception of two years he spent in the army. He became factory manager in 1923 and was made a vice-president in 1925.

Barryman Reo Distributor

J. R. Barryman, for the last 14 years wholesale sales manager of the Gomery-Schwartz Motor Co., Hudson-Essex distributor in Philadelphia, has been appointed Reo distributor at Kansas City. He will operate as the Barryman Reo Motor Co., Inc.

Leonard Sales Manager

Charles H. Leonard has become sales manager for the Boston Whippet-Knight Corp. He has handled the Willys-Overland, Kissel and McFarlan cars on the Pacific Coast.

Winchester Speaks on Motor Vehicles

Urges Closer Standardizing of Dimensions at Meeting of S.A.E.

PHILADELPHIA, Feb. 20—At the February meeting of the Pennsylvania Section, Society of Automotive Engineers, held here last night, J. F. Winchester, superintendent of motor equipment, Standard Oil Co. of New Jersey, spoke on "Engineering Features of Motor Vehicles Which Affect Their Operating Costs." Mr. Winchester has control of a fleet of between 3200 and 3300 vehicles operating in 11 states and presented considerable information gathered from his experience.

The speaker remarked that, despite vast improvements in highways during the past decade, trucks of his company operating in the oil fields of Texas and Oklahoma still have to contend with severe road conditions. He illustrated his talk with a number of slides showing great distortion of frame when traveling over uneven ground. The desirability of standardizing certain dimensions, such as the width of the frame, the horizontal distance from the rear of the cab to the center of the rear axle, overhang of the frame over the rear axle, tread at the rear, etc., was pointed out by Mr. Winchester as important in enabling the transfer of a truck body from one chassis to another, as is often necessary in operating a large fleet.

The body allowances standardized by the N.A.C.C. are entirely too low and should be revised, said Mr. Winchester. He mentioned a number of examples in which the actual weights of bodies were twice as much as the standard allowance.

In the discussion B. B. Bachman called attention to the opportunities for young engineers in devoting their talents to the efficient servicing of vehicles. He also pointed out the increased speeds of trucks and the attendant need for developing engines capable of withstanding the extra strain.

Von Hambach to Promote New Steel for Carpenter

CHICAGO, Feb. 18—E. Von Hambach, formerly director of sales and engineering for the Boyle Valve Co., and a member of the A.A.A. technical committee which recently drafted the 1930 Indianapolis racing rules, has joined the Carpenter Steel Co. of Reading, Pa., as sales promotional engineer in charge of the automotive division.

Mr. Von Hambach's new work will be in connection with the promotion of a new stainless steel for automotive uses. The product is described by the company as a rustless, corrosion-resisting steel, the basic alloy of which is chromium, with other constituents such as are found in straight carbon, electric furnace steel of high quality. The new steel is presented in five grades, all of which contain a patented element which makes the new steel practically as machinable as ordinary screw stock, according to the company's engineers.

Merger of $12,000,000 Links Greyhound-Yelloway

CHICAGO, Feb. 18—Consolidation of the Greyhound lines, operated by the Motor Transportation Corp. and the Yelloway Lines, operated by the American Motor Transportation Co., under the name of the American Motor Transit Corp., has been announced by O. S. Caesar and W. E. Travis, presidents of the merged companies.

This consolidation, representing an investment of more than $12,000,000, forms the largest long-distance bus transportation system in the country. The Greyhound Lines operate in and between the middle western, eastern and southern sections of the country. The Yelloway Lines serve the extreme western and northwestern territories in addition to maintaining service from Los Angeles to New York. Approximately 3,400,000 passengers were carried by the two lines in 1928.

Russell Canadian Plant to be Opened March 15

ST. JOHN'S, QUEBEC, Feb. 19—F. J. Daly, Canadian service manager for the Russell Mfg. Co. of Middletown, Conn., announces that the plant here is rapidly nearing completion and will start production of brake linings March 15 with a personnel of 20 employees.

"The parent plant in New England started in 1830, from a small mill powered by a water wheel and employing 20 hands," said Mr. Daly. "Today it occupies 692,000 sq. ft. and employs 1300 hands regularly. The sales average $8,500,000 a year. We expect to grow in the same steady manner."

Gardner Adds to Sales Force

ST. LOUIS, Feb. 19—Since the close of the New York automobile show 25 new distributors and dealers have joined the Gardner forces, according to Russell E. Gardner, Jr., president of the company. These merchandisers are located in 25 cities in 14 states of the United States. Six, located respectively in Detroit, New Orleans, Decatur, Ill., Charlotte, Norfolk, Va., and Newark, N. J., are the most recent additions.

Goodyear Declares Dividend

Goodyear Tire & Rubber Co. has declared a regular quarterly dividend of $1.75 on first preferred stock payable April 1 to stockholders of record March 1. The directors of the company recently approved an issue of additional common at $8 per share at the rate of three for each 10 shares of record Feb. 21, with warrants for subscription good until March 16.

Financial Notes

Atlas Imperial Diesel Engine Co. has declared a regular quarterly dividend of 37½ cents on Class A and Class B stocks, respectively, and an extra dividend of 12½ cents on each of these stocks, all payable March 1 to holders of record Feb. 20. Stockholders have been informed that the company proposes to advance the annual dividend rate from $1.50 to $2 at the next meeting.

Foote Brothers Gear & Machine Co. announces that last year established a new high record. The annual report for the year ended Dec. 31, 1928, shows a net income, after all charges, of $308,997, equal after preferred dividends to $2.14 a share on the common stock as compared with $252,844, or $1.45 a share on the common stock in the preceding year.

Niles-Bement-Pond Co. will distribute on March 6 to stockholders of record Feb. 18, two and one-eighth shares of common stock of United Aircraft & Transport Corp. for each share of common in Niles-Bement-Pond. After this distribution, it is reported, the company will still have in its treasury about 20,000 shares of United Aircraft & Transport common.

E. I. du Pont de Nemours & Co. has declared an initial quarterly dividend of $1 on the new $20 par common, payable March 15 to stockholders of record March 1. This places the stock on a $4 annual basis, equivalent to $14 on the old no par stock, recently split 3½ for 1, which was on a regular $10 annual basis.

Fageol Motors Co. reports profit available for common stock, after payment of all charges, including preferred dividends, as $143,710, or 72 cents a share. This compares with $94,015, or 47 cents a share, in 1927. Gross sales were $3,612,563 as against $2,865,249.

Automotive Fan & Bearing Co. reports net earnings for the year ended Dec. 31, 1928, as $115,129.60. Current assets at the close of the year totaled $117,107.52 against current liabilities of $46,208.60. Total assets were $193,727.29.

Stewart-Warner Speedometer Corp. reports net profit for 1928, after all charges, as $7,752,532. This is equivalent to $12.92 a share on common stock and compares with earnings of $5,210,053, or $8.67 a share, in 1927.

Gardner Motor Co. reports net profit for the nine months ended Sept. 30, 1928, as $50,389. This is equivalent to 80 cents a share on its $5 par value capital stock. Net sales for the period were $4,777,625.

Yellow Taxi Corp. of New York and subsidiaries report net profit for 1928, after all charges, as $132,509. This is equivalent to $1.06 a share on capital stock and compares with net loss for 1927 of $445,382.

Alloy Steel Spring & Axle Co. reports current assets at the close of 1928 as $288,409 and current liabilities of $52,146. Total assets were $489,937. Surplus (undivided profits) totaled $184,603.

Factories Too Generous With Credit Abroad, Shaterian Tells Overseas Automobile Club

NEW YORK, Feb. 18—Too long credit terms are usually granted by American manufacturers selling to the export market, W. S. Shaterian, manager of the foreign department of the National City Bank, told members of the Overseas Automotive Club at its regular monthly meeting. Mr. Shaterian raised the question as to why manufacturers should extend terms of 120 to 150 days to dealers who will turn the goods for cash within 30 days.

He also discussed the proper usage of certain forms of credit paper as used in the export market. Where long terms are granted, Mr. Shaterian indicated it is only just that the buyer be charged interest on the money so that the shipper would not have to suffer loss through the protracted tying up of his capital.

J. W. Arrieta, Latin American representative of Black & Decker Mfg. Co., who has just spent a year and a half in Central and South America, told the export managers at the club that, while American goods today dominate in this market, it is necessary for Americans to cultivate more friendly feelings among these people in order to maintain this dominance. Service and goodwill, he pointed out, are the two requisites for maintaining this market. The United States today has the good will of Brazil and Peru but other nations in Central and South America do not have the same friendly feeling, he said. Argentine and Colombia, in particular, are markedly lacking in confidence in the United States. There is no European competition in the automotive field territory, but American competition is extremely bitter, resulting frequently in price cutting.

Stutz and Bellanca Join in New Aircraft Company

NEW YORK, Feb. 18—Formation of the Stutz-Bellanca Airplane Corp., for the manufacture of airplanes and engines in factories at Bridgeport, Conn., and Orlando, Fla., was announced today. Harry C. Stutz is to be president, and Frank Bellanca, brother of Giuseppe M. Bellanca, secretary-treasurer of the company, which will be incorporated in Delaware.

The plant of the Commercial Aircraft Co. at Bridgeport, of which Bellanca is vice-president, will be taken over by the new company for the immediate fabrication of planes, and when an assembly plant has been built at Orlando the Bridgeport unit will be used for the manufacture of engines.

Form Plane Finance Firm

NEW YORK, Feb. 19—Formation of Inter-Allied Aeronautics, Inc., a $5,000,000 holding and finance company to finance aircraft manufacturing, purchase airplane equipment and assist in the construction of airports, was announced today. The company, which is headed by Col. George R. Shanton, former chief executive of the Law and Order Bureau of Insular Affairs in Cuba, the Canal Zone and Porto Rico, is to be financed through an offering of 200,000 shares of common stock.

Auto-Lite Adds Property

TOLEDO, Feb. 18—Electric Auto-Lite Co. has purchased 28 residence properties and part of the plant of the Buckeye Brewing Co., giving it a strip of ground 800 ft. by 350 ft. in depth just north of its present main plant. Consideration was $250,000. President C. O. Miniger said no immediate expansion is planned but that the company is looking toward the future.

This acquisition gives Auto-Lite all the property between Champlain St. and the Wheeling & Lake Erie Railroad, between its plant and the Burt Foundry, which it controls.

Issue of 60,000 Shares Made by Sterling Truck

MILWAUKEE, Feb. 18 — For the purpose of retiring $470,150 of 8 per cent preferred stock, and to meet mortgage and land contract obligations as well as to increase its working capital, Sterling Motor Truck Co. has made a new issue of 60,000 shares of convertible preferred stock at $30 per share. The new stock is quoted on the Chicago Stock Exchange.

The capital stock of the company consists of 60,000 shares of preferred valued at $1,800,000 and 120,000 shares of no par common of which 60,000 shares are outstanding, the rest being reserved for conversion of preferred. Sterling assets at the close of 1928 were listed at $4,320,000. The sales last year totaled $7,128,000 while production was 1374 trucks. Net profits for 1928 have been reported as $325,547.

Perkins Machine Expanding

SPRINGFIELD, MASS., Feb. 19—Perkins Machine & Gear Co., manufacturer of gears for automotive use and of machines for cutting gears, reports unfilled orders amounting to $300,000. Three operating shifts have been instituted and additional factory equipment is being installed.

Toledo Show Draws 40,000

TOLEDO, Feb. 18—The twenty-first annual automobile show here, which drew an attendance totaling more than 40,000, was by far the best selling show Toledo dealers have ever held, according to T. J. Cooper, manager. Warren E. Griffith, president of the National Automobile Dealers' Association, was present at almost every session. A. H. Short was president of the show organization.

Pierce-Arrow Increases Number of Distributors

BUFFALO, Feb. 19—Additional appointments of new distributors and dealers in a number of important cities during the past two weeks have brought Pierce-Arrow's distributing organization virtually up to full strength, according to officials of the company. Negotiations are under way in centers which do not have as yet adequate representation, it is explained.

Among the most prominent of the new distributors are the following:

Richard R. Kuehn Co., South Bend, Ind.; Yarbrough Motor Co., Atlanta, Ga.; The F. L. Mills-Arrow Co., Bridgeport, Conn.; C. W. Upchurch & Co., Charlotte, N. C.; Le Febvre Motors, Inc., New Orleans, La.; National Motor Car Co., Altoona, Pa.; Thos. F. Daquila, Beaver Falls, Pa.; Orth Motor Co., Canton, Ohio; San Juan Garage Co., Orlando, Fla.; Norville Motor Co., Salt Lake City, Utah; Arthur R. Lindburg, Inc., Fresno, Cal.; Broadway Motor Co., Nashville, Tenn.; Automobile Sales Co., Memphis, Tenn.; Fluckiger Motor Co., Waterloo, Iowa; Cherokee Motor Co., Knoxville, Tenn.; J. Arthur Applegate, Perth Amboy, N. J.; Bob C. Smalley, St. Petersburg, Fla.; Central Motor Sales Co., Inc., Worcester, Mass.; Bent Motor Co., Windber, Pa.; Willis-Kingsley, Ltd., Vancouver, B. C.

Stutz Expands Sales Force

INDIANAPOLIS, Feb. 18—Two new distributors, five dealers and one associate dealer are recent acquisitions to the sales force of the Stutz Motor Car Co. of America, Inc., according to E. R. Parker, general sales manager. The distributors are Rivera y Cia., at Cartoga, Costa Rica, and the Stutz-Blackhawk Corp. of Tulsa, Okla., headed by C. L. Richards. The new dealers are scattered throughout the East and Middle West.

Durant Schedules 4000

DETROIT, Feb. 19—Durant Motors Inc., has a February production schedule for approximately 4000 cars and trucks at the Lansing factory. Production is running about 75 cars a day but this output is expected to be stepped-up shortly. Approximately 1000 men are now on the payrolls. The company has announced an increase in the price of its Model 40 coach from $595 to $625.

Brown Instrument Moves

PHILADELPHIA, Feb. 16—Brown Instrument Co. has announced the removal of its Buffalo office from 624 Ellicott Sq. to 402 Marine Trust Bldg., where increased facilities are provided. The company also has announced that O. B. Wilson, who has been with the organization for more than five years, has been placed in charge of the Cleveland office, 819 Hippodrome Bldg.

Inventories High in Balloon Tires

Rubber Association's Report Shows Decreased Stocks in High Pressure Class

NEW YORK, Feb. 19—Greatly increased inventories in balloon tire casings and inner tubes at the close of 1928, as compared with the close of 1927, are revealed in the statistical bulletin of the Rubber Association of America. These increases are shown after increased production in such products during the year and despite increased shipments.

In the case of high pressure cord casings and inner tubes the contrary is reflected, inventories at the close of the year being lower, as were both production and shipments during 1928. Comparative figures follow:

Balloon Casings

	Inventory	Production	Shipments
Dec. 1928....	6,594,978	2,761,109	2,371,732
Nov. 1928....	6,192,556	2,875,529	2,430,203
Dec. 1927....	3,844,039	1,824,668	1,710,893
Year 1928....	.....	38,878,218	35,931,982
Year 1927....	.....	26,037,452	25,111,903

Balloon Inner Tubes

Dec. 1928....	7,049,748	2,453,744	2,312,203
Nov. 1928....	6,867,159	2,268,410	2,238,347
Dec. 1927....	4,523,047	1,617,875	1,734,026
Year 1928....	.....	36,878,990	34,095,223
Year 1927....	.....	25,718,529	25,143,821

High Pressure Cord Casings

Dec. 1928....	3,580,576	1,434,529	1,061,132
Nov. 1928....	3,197,060	1,664,024	1,305,186
Dec. 1927....	3,649,536	1,487,624	1,368,158
Year 1928....	.....	19,302,218	19,351,380
Year 1927....	.....	21,527,278	21,741,962

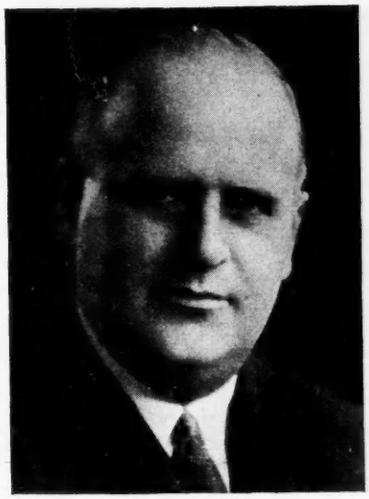
High Pressure Inner Tubes

Dec. 1928....	5,037,716	1,434,227	1,331,607
Nov. 1928....	4,952,973	1,929,320	1,512,810
Dec. 1927....	5,745,949	2,108,924	1,800,026
Year 1928....	.....	23,255,891	23,749,966
Year 1927....	.....	27,398,535	29,528,108

Auburn Schedules 12,000 for March, April and May

CHICAGO, Feb. 20—The production schedule of the Auburn Automobile Co. for the second quarter of the company's fiscal year, including March, April and May, has been set at 12,000 cars to supply the demand resulting from the addition of approximately 200 new dealers to the sales organization, E. L. Cord, president of Auburn, stated yesterday.

The original production schedule set for March at the time of the New York Automobile Show was 3000 cars. This was increased to 3500 units at the Chicago Show and has now been raised to 4000. A production of 12,000 cars for the second quarter of the fiscal year would compare with actual shipments of 13,700 for the entire fiscal year ended with November, 1928. The production schedule for the current month calls for 2900 cars which is 600 more than the company's highest production for any month heretofore. Actual shipments during the first 11 days of February were 946 cars which compares with 604 cars in the whole of February, 1928.



New Sales Head

Nelson A. Beardsley, recently appointed General Sales Manager of the Willys-Knight division, Willys-Overland, Inc.

A.S.M.E. Decides Essentials of Oil

NEW YORK, Feb. 16—A special research committee on Diesel fuel oil specifications, working under the auspices of the American Society of Mechanical Engineers, held its second meeting here this week. Considerable progress has been made in the standardization of specifications by the committee and it is felt that the next meeting, scheduled for April 26, will result in some definite standards.

This committee has obtained the cooperation of three groups vitally interested in this problem, namely, the Diesel engine manufacturers, larger operators and the fuel oil supply companies.

The main problem which the committee has settled to its satisfaction is the determination of what factors should be considered essential and what properties of the oil will be considered as informative. Viscosity, sulphur content and moisture are three of the characteristics which are considered as essential in grading an oil for purchase.

William H. Murphy

DETROIT, Feb. 16—William Herbert Murphy, aged 73 years, prominently identified with the early development of the automotive industry and one of Detroit's wealthiest capitalists, died Feb. 5, of heart disease. Mr. Murphy, who was born at Bangor, Me., was one of the founders of the Lincoln Motors Co., which was acquired by the Ford Motor Co. several years ago. Associated with him in forming Lincoln were Joseph Boyer, John Trix and Henry M. and Wilfred C. Leland.

N.S.P.A. Convention Will be in Detroit

Decision on 1929 Event Made After Considering Chicago and Cleveland

DETROIT, Feb. 20—After an exhaustive survey of conditions in Chicago, Detroit and Cleveland, the board of directors of the National Standard Parts Association voted unanimously to hold the 1929 N.S.P.A. Show and Convention here during the week of Nov. 11. Arrangements have been made for the Detroit Convention Hall, which will provide 100,000 sq. ft. of floor space and will amply accommodate the 7000 delegates and visitors expected.

The convention heretofore has been held either in Cleveland or Chicago. At the event in Cleveland last year the member body of the association voted to hold the 1929 convention in Chicago, providing suitable facilities could be obtained. The committee which made the decision in favor of Detroit was composed of two Chicago members, Ray A. Kiken, vice-president, and C. M. Burgess, director, in addition to E. P. Chalfant, executive vice-president.

There were 277 exhibitors at the Cleveland show last fall, which occupied two entire floors in the Cleveland Auditorium. The 1929 show committee, which is to hold a meeting here soon, includes: C. C. Secrist, Victor Mfg. & Gasket Co., chairman; J. F. Strand, Lake Erie Metal Products Co.; J. N. Kirk, World Bestos Corp.; C. J. Swain, Sr., Philadelphia; Harry Israel, Dayton; W. E. Reed, Evanston, Ill., and R. Macfee, secretary of the association.

Durant Officers to Have Headquarters in Detroit

DETROIT, Feb. 20—The new executive offices of Durant Motors, Inc., will be in the Maccabees Building, Woodward Ave. and Putnam Pl., Detroit, it is announced. The executives of the company who will occupy the offices here include A. I. Philp, chairman of the board; F. J. Haynes, president; J. A. Nichols, Jr., secretary and treasurer; Wallace Zweiner, assistant secretary and treasurer, and R. T. Hodgkins, general sales manager.

The export and truck divisions of the company as well as the advertising department also will have offices in Detroit, while the purchase and engineering departments will be located in the main plant at Lansing, according to present plans.

Germany Adding Airports

WASHINGTON, Feb. 21—Germany has 86 airports, 25 of which are completely equipped, according to a report received by the Department of Commerce. Seven more ports are under construction, the report stated.

Mills Raise Price of Hot-Rolled Bars

Advance of $1 Per Ton General After Two Concerns Take Lead

NEW YORK, Feb. 21—A $1 per ton advance in the price of hot-rolled steel bars, which became general following announcement by two of the leading concerns' subsidiaries of its taking effect on Monday, came as a surprise to most consumers. The market had been rather easy at $1.90 that many single carload buyers were able to cover their wants at that price. One theory advanced in explanation of the rise to $1.95 is that heavy tonnage buyers of late have not enjoyed a commensurate advantage over smaller consumers, and that while the $1.95 price will apply to the general run of business, it is probable that those ordering good-sized tonnages for rolling at one time will come in for preferential treatment to the extent of $1 a ton.

Whether this will be so, remains to be seen. Shapes and plates, which move with bars, were also marked up. Cold-finished steel bars are likely to come in for upward price revision, finishing mills having complained right along of the inadequate spread between prices obtained for their product and the cost of their semi-finished material. Rumor has it that a new list of extras on cold-rolled strip-steel will become effective for second quarter, so as to make up by means of size and gage extras, and without lifting base prices, for the recent $2 per ton advance in hot-rolled strip.

Advances in black and blue annealed sheets continue so far in the conversational stage. Quite a few sheet-rollers appear to be taking a "let well enough alone" attitude, but if semi-finished steel prices should be marked up, as is forecast in some quarters, a more pronounced effort to lift sheet prices might set in. Producers are anxious to avoid sales resistance as the result of price advances.

Pig Iron—Melters continue to take on good-sized tonnages and automotive foundries lead the procession of those calling for shipments. The market continues firm and unchanged in price.

Aluminum—The market continues stationary. Demand for both virgin and remelted metal is good with routine conditions characterizing the situation.

Copper—Tension is abating somewhat. It seems as though producers were well satisfied with the price goal attained, and were now ready to apply the brakes more energetically to keep the market within bounds. Demand for copper and brass products from automotive consumers is brisk.

Tin—Consumers are buying on breaks in the market. Price changes appear to result largely from the speculative activities of the leading traders in the London market.

Lead—While the London market continues to be the major influence on prices, consuming demand here is decidedly broad and imparts an undertone of strength to the market.

Zinc—Ore prices in the Joplin market have been boosted $1 per ton, and the market for the metal rules strong. Weather conditions in the Joplin district have had an untoward effect on mine output.

French Exports Fall While Imports Grow

PARIS, Feb. 16 — French automobile exports dwindled 15.1 per cent during the year 1928, while imports increased 83.4 per cent, by reason of greater American activity. During the year the total number of passenger cars exported by France was 39,201, which together with 4906 trucks and tractors, gave a total of 848,224 metric tons, having a value of 1,518,473,000 francs. For the first time the United States headed the list of imports, with 4157 passenger cars and 170 trucks.

Allen Electric Prepares for Big Output of Parts

KALAMAZOO, MICH., Feb. 16—Allen Electric & Equipment Co. announces that since its purchase of the automotive division of the Forest Electric Co. of Newark, N. J., few changes have been made in the sales organization of the recently acquired unit. Lynn F. Woolman, formerly sales manager for Forest, is sales promotion manager for Allen. The Forest battery equipment products are to be manufactured at Kalamazoo.

Approximately 14 months ago the Allen interests acquired the General Equipment Corp. here, effecting a complete reorganization and changing to the present name. Since that time the company has been progressing substantially, and with its recent acquisition the Allen company announces that it stands foremost in the electric shop equipment field. G. H. Allen, president of the company, formerly headed the Allen Electric Mfg. Co. of Detroit, before it became merged with the General Equipment Corp.

Studebaker Host to 400

CHICAGO, Feb. 18—Four hundred members of the Chicago Chapter, American Institute of Banking, will be guests of the Studebaker Corp. on Washington's birthday, it was announced at the factory today. A fleet of 60 Studebaker cars will conduct the party to the company's proving ground, where guides will describe the tests.

Gardner Brougham $2,510

The price of the new Gardner sport brougham, announced in *Automotive Industries* last week is $2,510 f.o.b. St. Louis, instead of $2,410 as was indicated.

Employment Grows in Car Industries

Government Survey Reveals January Decreases in Other Manufacturing

WASHINGTON, Feb. 21—While levels of employment and payrolls in manufacturing industries as a whole decreased during January, an increase in both was shown in the automobile and tire industries, according to a survey of such conditions in the United States just completed by the Department of Labor.

Employment in manufacturing industries generally decreased 0.3 per cent in January and payroll totals decreased 3.3 per cent. The bureau's index of employment in the automobile industry for January, 1929, however, was 121.1, as compared with 110 for December and 91.8 for January, 1928. The weighted index of payroll totals for January, 1929, for the automobile industry was 111.4 as against 109.3 for December, and 85.8 for January, 1928, the report shows.

For the tire industry the weighted index of employment was 108.2 for January, 1929, 103.9 for December, and 95.7 for January, 1928. The index for payroll totals for this industry was 103.4 for January, 1929, 103.5 for December, and 95.9 for January, 1929. The monthly average for 1926 was taken as 100.

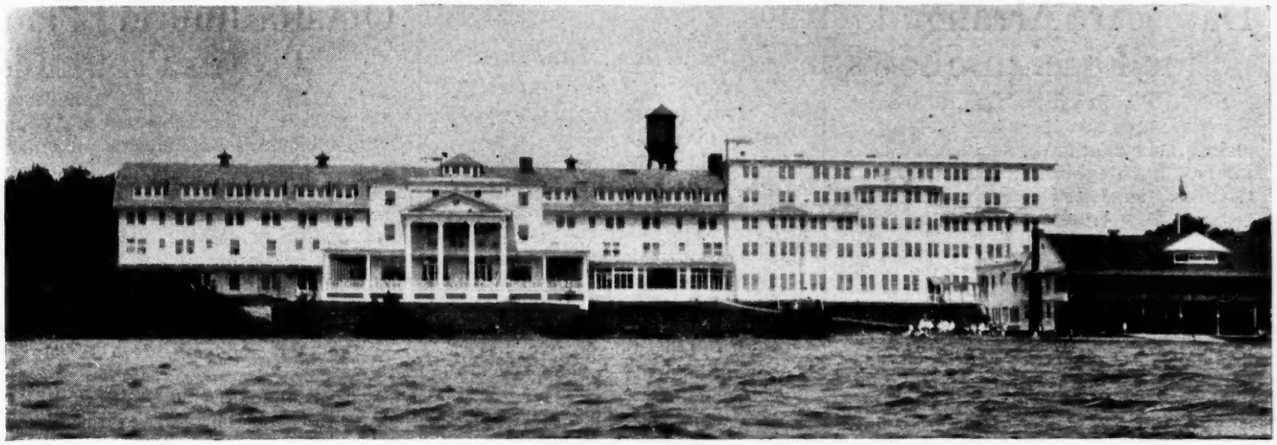
Employment generally decreased 0.6 per cent in January as compared with December and payroll totals decreased 2.9 per cent, according to the bureau's report. Inventory-taking, weather conditions, and reaction from the trade activities of December, make such decreases customary in January, according to the bureau. Automobile and tire industries were among the 21 out of 54 industries reporting more employees in January than in December.

Gates to Build Planes

NEW YORK, Feb. 18—Ivan R. Gates, one time proprietor of the Gates Flying Circus at Teterboro, N. J., and more recently president of the Gates-Day Aircraft Co., has organized the Gates Aircraft Corp. to build training planes. This company is organized under a Delaware charter with a capital of 400,000 shares. Mr. Gates also has organized the Gates Flying Service to operate flying schools and aircraft service stations.

Benjamin L. Sommer

PEORIA, ILL., Feb. 16—Benjamin L. Sommer, aged 49 years, chairman of the board of directors of the Keystone Steel & Wire Co., widely known in the steel industry, died Feb. 8 in his winter home at Coral Gables, Fla., following a sudden attack of heart disease. Mr. Sommer was president of the Mid-State Steel & Wire Co. of Crawfordsville, Ind.



Where the S. A. E. Will Hold Its Summer Meeting

The 1929 Summer Meeting of the Society of Automotive Engineers will be held at Saranac Inn, Upper Saranac Lake, New York, June 25 to 28. Final decision to take the meeting to Saranac Lake came after serious consideration of French Lick Springs, Mackinac Island, and Spring Lake, N. J., as possible sites. Saranac Inn is located in the Adirondack Mountains, 1574 ft. above sea level, about 240 miles due north of New York City and will entertain the S.A.E. summer meeting this year for the first time. Six technical sessions are contemplated for the four days' meeting, while golf and other recreational activities will be an integral part of the program as heretofore

Travelers Visit Oakland to Prepare for Banner Year

DETROIT, Feb. 18—Of the 100 traveling field representatives of Oakland Motor Car Co. attending the convention now in progress at the factory in Pontiac 50 are new men who have been engaged to augment the field force in the selling campaign designed to make 1929 the greatest year in Oakland-Pontiac history. Each of the 25 district offices in the country has one or more of its representatives at the convention, which extends until Feb. 23.

According to W. H. Loudon, of the factory sales department, who has charge of the convention, the object of the meeting is to give every traveler a close insight into factory methods and operations that he may work more intelligently in the field toward improved public service. In addition to addresses by the company executives, the schedule provides for trips through the Oakland-Pontiac plant, the Fisher body plant at Pontiac and the General Motors proving ground. In connection with the convention a series of service schools also was started by R. A. Armstrong, service manager of the Oakland company.

Special Taxes Exceed Cost of Highway Upkeep

NEW YORK, Feb. 18—In a survey of highway tax costs, issued in pamphlet form by the National Automobile Chamber of Commerce, John E. Walker, former special assistant on taxation to the Secretary of the Treasury, presents facts to indicate that special motor vehicle taxes are more than equivalent to all highway maintenance costs. It is also shown that state and local special motor vehicle taxes pay for 35 per cent of the entire highway bill of $1,500,000,000.

Motor trucks are shown to pay twice as much in special taxes per vehicle as do private automobiles, while common carrier buses pay 24 times as much in special taxes as do private cars. Less than 12 cents out of each state and local general tax dollar goes to highways. State authorities expend 47 per cent of the total highway funds while counties expend 53 per cent, according to the survey.

Van Norman Adds Output

SPRINGFIELD, MASS., Feb. 19—Van Norman Machine Tool Co. has increased its production of automotive equipment and has put on night shifts in several departments for handling increased business. Charles E. Van Norman has been elected treasurer to fill the vacancy caused by the death of Frank H. Page, and will continue to fill the office of president. Kenneth B. Page, Henry A. Field and George W. Kyberg have been added to the board of directors.

Prest-O-Lite Adds Plants

NEW YORK, Feb. 19—Prest-O-Lite Co., Inc., has acquired the business of Acetylene Products Co. which operated two acetylene producing plants, one in Phoenix, Ariz., and one in El Paso, Tex. These plants are now being operated as units of the Prest-O-Lite chain and bring the number of Prest-O-Lite plants to a total of 38 scattered throughout the country.

Matthew Griswold

NEW YORK, Feb. 18—Matthew Griswold, works manager of the Erie (Pa.) works of the General Electric Co. until his retirement on Jan. 1 of this year, died at his home in Erie on Feb. 10. Mr. Griswold, who was 62 years old, was a graduate of the Sheffield Scientific School, Yale, and was for a number of years president of the Griswold Mfg. Co. He became manager of the General Electric Works at Erie in 1912.

Estimate Shows Rubber Imports Are Increasing

NEW YORK, Feb. 18—Crude rubber closed last week in a considerably stronger position, according to F. R. Henderson Corp. This strength is attributed to covering on the part of a number of shorts and a trade demand of substantial proportions. Stocks of crude rubber in London have been increased to 25,413 tons. Arrivals in this country during the first two weeks of February are estimated at 34,100 tons.

The Rubber Association has given consumption for January as 43,002 tons as compared with 34,403 for January, 1928. Imports were 52,305 tons as compared with 46,200 in January last year while stocks on hand show a marked decrease, being 76,342 tons as compared with 110,244 tons last year. Stocks afloat are placed at 78,596 tons as compared with 41,256 tons last year. Revised Department of Commerce figures for net imports during 1928 are placed at 407,573 tons. The company estimates world stocks at the end of January as 225,000 tons.

Toledo Employment Grows

TOLEDO, Feb. 18—Toledo employment has been increasing rapidly with 51 plants—most of them in automotive production—reporting 48,111 workers as compared with 30,994 at the same time a year ago. Several plants are adding night forces and others have greatly expanded output.

Forging Sales High

DETROIT, Feb. 19—Detroit Forging Co. sales in 1928 showed an increase over 1927 of 97 per cent. Sales for the first six months of 1928 were 64 per cent above the same period of 1927, and in the last six months were up 147 per cent from the last half of 1927. The increase for the last quarter was 216 per cent and for December 162 per cent.

Dates Are Arranged for Foreign Shows

LONDON, Feb. 16—The 1929 dates for passenger car, truck and motorcycle shows in London have been settled definitely. Each exhibition will be held at Olympia, as follows: Passenger cars, Oct. 17-26; trucks, Nov. 7-16, and motorcycles, Nov. 30-Dec. 7.

In addition to the International Aircraft Exhibition, which the Society of British Aircraft Constructors will hold July 16-27, for the first time since 1920, a shipping, engineering and machinery exhibition will be held also at Olympia, Sept. 12-18, with sections devoted to motor boats, internal combustion engines for marine and stationary purposes, small craft and accessories.

The Permanent International Bureau, which has headquarters in Paris and is charged with indicating exhibitions of sufficient importance to justify support by the manufacturers of its constituent member-countries, announces the following shows for this year:

Austria—Vienna Samples Fair, March 10-17.
Belgium—Brussels Auto Salon. Opening Dec. 7.
Czecho-Slovakia—Prague Auto Salon, Oct. 23-30.
Denmark—Copenhagen Auto Show, Feb. 22-March 3.
France—Paris Auto Salon. Opening Oct 3.
Paris Auto Salon (cycles). Opening Oct. 24.
Paris Auto Salon (trucks). Opening Nov. 21.
Lyons Fair, March 4-18.
Marseilles Auto Exhibition, March 17-28.
Nantes Commercial Fair, April 4-15
Lille Commercial Fair, April 6-21.
Germany—Berlin Auto Salon. Opening Nov. 14.
Hungary—Budapest Auto Salon. Opening May
Jugo-Slavia—Ljubljana Samples Fair, May 30-June 9.
Zagreb Auto Exhibition, April 20-28.

New Taxicab Announced

WASHINGTON, Feb. 19 — A new taxicab manufactured by Morris Commercial Cars, Ltd., has been approved by London police authorities and will make its appearance on London streets in the near future, the Department of Commerce has learned. It is expected that 1500 of the vehicles will be on the streets before the end of the present year, says the report, as producttion is scheduled at the rate of 150 units per month.

Town Roof Markings Rapidly Increasing

NEW YORK, Feb. 19—More than 4000 communities where aerial identification is particularly desirable have either completed roof markings or have such work under way, according to Harry F. Guggenheim, president of the Daniel Guggenheim Fund for the Promotion of Aeronautics. About 3000 additional towns have been requested to effect such workings.

Nine Ohio Counties Show Lower Sales for January

COLUMBUS, Feb. 18 — The Ohio Council, National Automobile Dealers' Association, in a bulletin sent out covering sales of passenger cars in nine of the most populous counties in Ohio during January shows a total of 8685 cars sold compared with 9220 in December.

Fords lead the list with 2743 sales; Chevrolet was second with 1782; Essex, third, 717; Whippet, fourth, 644, and Oldsmobile, fifth, 236.

Air Reduction Reports Net

NEW YORK, Feb. 16—Air Reduction Co. reports net profits for 1928, before taxes, as $3,708,738. This is equivalent to $5.23 a share on outstanding stock and compares with net profits, after taxes, for the preceding year of $3,208,993. Gross income for 1928 amounted to $15,652,009.

To Make Autogiro in U. S.

NEW YORK, Feb. 19 — Pitcairn Cierva Autogiro Co. of America has been organized by Harold F. Pitcairn, president of Pitcairn Aviation, Inc., for the manufacture and sale in this country of the Cierva autogiro plane.

Omaha Junking Plan Proves Profitable

OMAHA, Feb. 18—The Omaha Trade Association, a branch of the Omaha Automobile Association, has announced that the first complete year of operating its own salvage yard has resulted in profits far beyond expectation and that within a month it expects to open an office downtown where second-hand parts may be purchased for nearly every car on the market.

When the salvage yard was started by the dealer organization in March, 1927, for the purpose of clearing the city's streets of obsolete cars and in an effort to check repeated trading of such vehicles on new purchases, the members expected merely to meet expenses. However, the venture was so successful that on Feb. 1 all paid up stock was placed on a 7 per cent basis.

During 1928 some 500 cars were scrapped. Prices paid for these ranged from $1 to $130, with the average about $15. A branch yard was established in south Omaha during the year, and each succeeding month showed a larger volume of business than the corresponding month of 1927. Cash sales at the main yard during the year totaled $18,040. The organization had capital stock outstanding in amount of $8,955.25 as of Dec. 31, 1928. The largest item of assets consisted of used parts in amount of $12,500, which figure was said to represent about one-third of anticipated revenue from the sale of this material. A. B. Waugh, who founded the main yard two years ago, is in active charge of the business.

Leaves Ford for Willys

TOLEDO, Feb. 19—Beck Motor Sales Co. has announced that it is no longer a member of the Ford family but has become a local dealer for Willys-Overland. Walter B. Beck, president of the company, organized his business 12 years ago and has sold more than 4500 automobiles in Toledo.

Adams Air Express Formed

NEW YORK, Feb. 18—Adams Air Express has been incorporated with a capital of $2,000,000 to give a general air express service throughout the country. The company was organized by Dr. Lytle S. Adams, inventor of the air mail pick-up device.

Calendar of Coming Events

SHOWS

All-American Aircraft Show, Detroit Board of Commerce, Detroit..Apr. 6-14
Automobile Salon, Inc., Palace Hotel, San Francisco .....Feb. 23-Mar. 2
Boston, Mass., Mechanics Bldg..March 2-9
Geneva Automobile Show.....Mar. 15-24
Leipzig, Germany, Fair.....Mar. 3-13
Melbourne Automobile Show.....May 2-11
International Aircraft Exhibition, Olympia, London .....July 16-27

CONVENTIONS

Marketing Executives Conference, Hotel Gibson, Cincinnati .....April 3-5
Annual Meeting National Foreign Trade Council, Baltimore....April 17-19
American Society of Mechanical Engineers, Detroit .....May 1-3
American Management Association, New York .....May 7-9
National Highway Traffic Association, Hotel Stevens, Chicago.....May 13-15

RACES

Daytona, Fla. .....Mar. 1-15
Akron .....May 12
Gardner Trophy (Aircraft), St. Louis, May 28-30
Indianapolis .....May 30
Detroit .....June 9
Altoona, Pa.....June 15
Salem, N. H.....June 29
French Grand Prix, Le Mans.....June 30
Akron .....Aug. 18
Syracuse .....Aug. 31
Altoona, Pa.....Sept. 2
Cleveland .....Sept. 15
Salem, N. H.....Oct. 12

S. A. E.

Sectional

Detroit, Book-Cadillac (Aeronautics) Feb. 25
Washington, City Club (Aviation).. " 27